

# AUTOMOTIVE INDUSTRIES

*AUTOMOBILE*

Volume 68

Reg. U. S. Pat. Off.

Number 8

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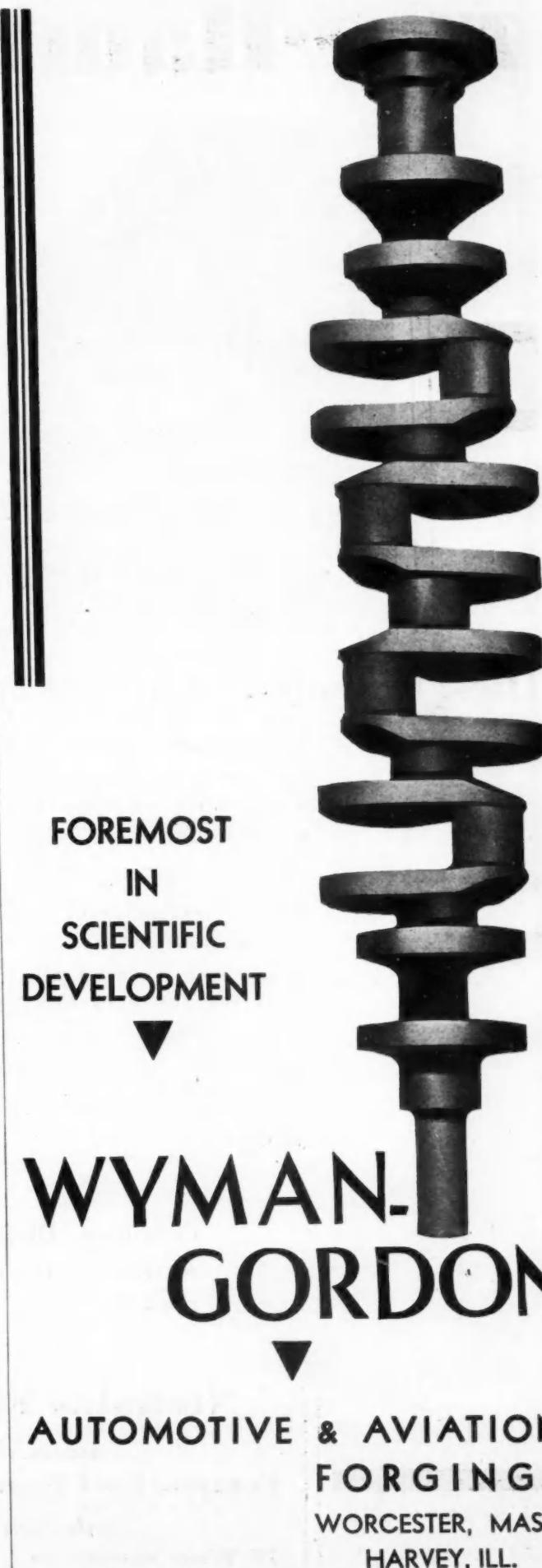
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**FOREMOST**  
 IN  
 SCIENTIFIC  
 DEVELOPMENT

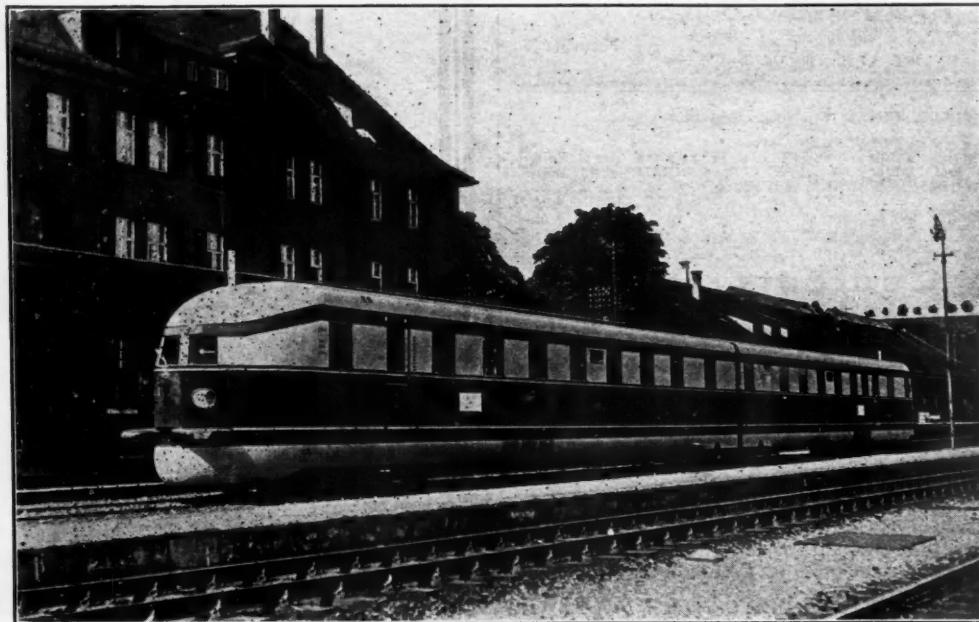
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**AUTOMOTIVE & AVIATION FORGINGS**  
 WORCESTER, MASS.  
 HARVEY, ILL.

# The "Hamburg Flyer"



## Diesel-Electric Rail Car of the German State Railway

—set a world record of 100 miles per hour.

The heart of this rail car is the "Compur" Fuel Injection System, which is fitted to its two 410 H.P. Diesel engines. During the most severe trials of speed, endurance and reliability the "Compur" heart pulsated with unerring accuracy.

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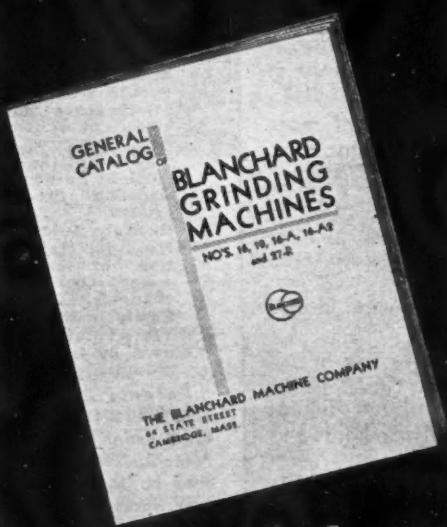
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## HIGH POWER VERTICAL SURFACE GRINDERS

**A**LL of these Blanchard Grinders are in profitable use in automotive plants.

Are you making the best use of Blanchard Grinding? Have you checked your methods on Flat Surface machining recently? The newest Blanchard, 16-A2, two spindle Automatic, roughs and finishes in one pass.

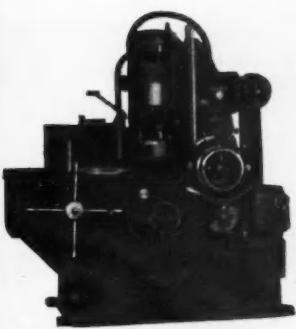
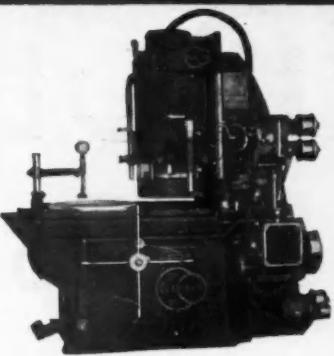
Send blueprints of your work for conservative time estimates. Catalogues on any or all our machines gladly sent on request. The general catalogue pictured below gives brief description and data on the entire line. A copy is yours for the asking.



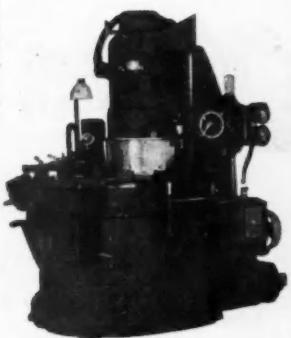
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THE BLANCHARD MACHINE CO.  
64 State Street Cambridge, Mass.

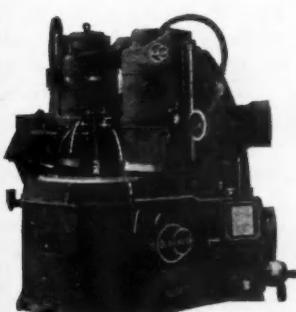
No. 16—Applicable to a wide range of production work and also to die and tool work.



No. 10—Especially suited to tool rooms and where production does not warrant a larger machine.

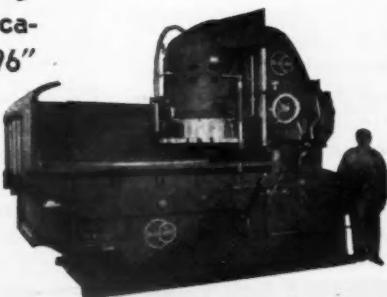


No. 16-A—Automatic Sizing; operator only loads work; for high production and uniform accuracy on small parts.



No. 16-A2—Two Spindles, one roughing and one finishing, each with Automatic Sizing.

No. 27-R—The largest Blanchard, capacity up to 96" diameter.



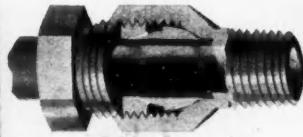
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## For Today's Automobile

*Dole*

### UNIVERSAL ALL-TUBE COUPLING

Here is a single type of compression coupling to fit all seamed or seamless tubing—whether of steel, aluminum, brass or copper.



It surpasses all for—

Joining to seamed or seamless tubing.

Safety against leakage. Holding under all strain and vibration.

Two-piece design.

Simplicity of connecting—no flaring—no soldering—no separate sleeves.

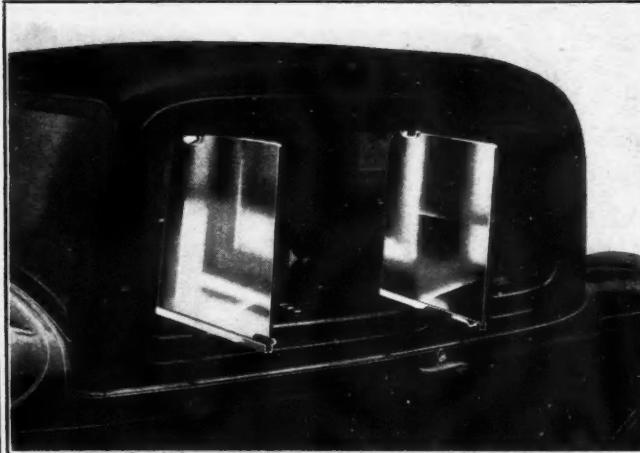
Reconnecting—speedily and without limit.

Ultimate satisfaction and economy.

Safety—Underwriters' Tested and Listed.

Patented February 3, 1931.

No. 1791121. Other patents pending. Write today for attractive catalog showing complete sizes and prices of standard parts or send us your blueprints on special work into which this unique feature can be readily incorporated—our engineers will work with you, and we can quote very favorably on such work.



### DOLE SYSTEM OF VENTILATION FOR CLOSED CARS AND CONVERTIBLES

#### — Patents Pending on all devices —

The Twin Windows—Pivots at opposite ends enable the forward window to be used as a deflector, at any angle, in combination with the rear twin window which can be swung outwards to cover, in parts, the opening directly behind, thus avoiding air swirl around the end of the forward window into the car.

The twin windows form an actual venturi for sucking stale air and carbon monoxide from the car interior.

By simple window adjustment no bugs, dust, rain or snow need enter the car while ventilating.

Additional room for seat width—nearly eight more inches—plus new interior treatment—arm rest—tool box, etc., can be easily arranged.

In case of breakage, replacement is inexpensive and rapid—no need to pull the door apart.

#### THE DOLE SYSTEM OF VENTILATION CAN BE ADAPTED FOR USE ON CONVERTIBLE MODELS.

This is an individual problem. Write us—the closed car ventilation pioneers—today.

#### DOLE DRAFT DEFLECTORS

These are quickly and easily installed, without drilling, or damage to paint. A special friction fitting holds the deflectors in position regardless of speed.

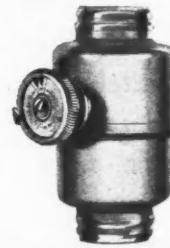
Besides insuring safety and comfort, Dole Draft Deflectors add a modern note to the appearance of the car.

Patent applied for—Write us for attractive prices.

*Dole*

### MOTOR TEMPERATURE CONTROL THERMOSTATS

We manufacture a complete line of thermostats, including hose line types, non-adjustable, and adjustable, and motor block types, for standard equipment. Some models are planned particularly for hot water heater performance but all Dole Thermostats maintain an efficient temperature for the motor itself under all driving conditions.



Note these following points—

Accurate predetermined motor temperature.

Warms up the motor quickly.

Provides correct water temperature for efficient hot water heater performance.

Maintains the agreed, efficient temperature under all driving conditions.

Entirely automatic.

No appreciable reduction of capacity of water cooling system channels.

Easily installed.

Tested, approved and used by leaders in the industry.

Patents Nos. RE-17228, 1763802, 1745622. Manufactured under license issued by Peter J. Jorgensen and Clarence H. Jorgensen.

Write us your requirements today. Our engineers will gladly work on your individual problem.

## THE DOLE VALVE COMPANY

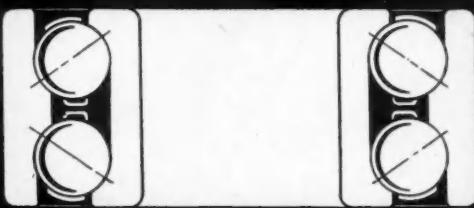
1913-1933 Carroll Avenue, Chicago, Illinois, U. S. A.



## NEW DEPARTURE BALL BEARINGS

—rugged, accurate, durable—  
built in many types and sizes

**SINGLE ROW**—Used where radial loads predominate. Built in both maximum capacity and non-loading groove types. All tolerances conform to S.A.E. limits or closer. Where extreme precision is required, New Departure is well equipped to fill your needs.



**SHIELDED**—Essentially a single row radial bearing fitted with metal shield to exclude foreign matter and retain non-fluid lubricant. In hard-to-get-at places engineers specify shielded New Departures because of their better protection from dirt and wear.

**DOUBLE ROW**—For locating shafts and gears with exactness and rigidity, the double row is the simplest unit. Preloading eliminates all looseness and endplay. An angular contact design fits it for heavy thrust loads. It is the popular choice for drill spindles, speed reducers, portable tools, idler pulleys, automobile pinions and a host of other applications.

**THE NEW DEPARTURE MFG. CO., BRISTOL, CONN.**



**RADAX**—A single row angular contact bearing used for positive location of parts which operate under heavy thrust or combined loads. Made in Perfex grade for applications requiring extreme accuracy, such as machine tool spindles, etc.



**N-D-SEAL**—A bearing with an inbuilt seal of felt and metal . . . charged with sufficient lubricant before shipment for several years' operation. Other economies and conveniences are described in Booklet N. Send for a copy.

Nothing  
rolls . . .

Many companies have attained lower production costs and higher machine efficiency by combining their ideas with those of the New Departure engineering personnel. Your request for mounting recommendations will receive prompt attention by competent, experienced staffs at Bristol, Detroit, Chicago, or San Francisco.

... like  
a ball

# THAT'S WHERE UPSON CAN HELP



Put your finger on any drawing, and wherever the conditions make necessary a headed or threaded item of special shape or thread, or wherever good engineering practice dictates that such an item should be of a special alloy steel, that is where Upson can help you.

When special shapes are required in bolts, nuts, rivets, pins and the like, Upson's service is unique. Knowing the conditions to be met, our engineers will work with you until the design is approved. They know steel—its possibilities—its limitations. They know how to design for quantity production, with minimum waste

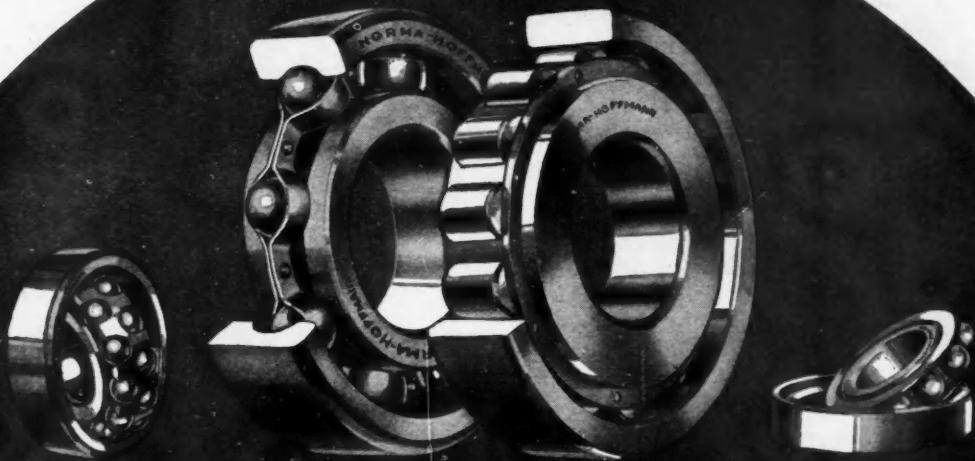
loss. They know what can be made—and what is impossible to make.

When special steels must be used, the experience of Republic's metallurgical staff and the practical knowledge of Upson in every operation of forming, finishing and heat treating are your guarantee that the steel will be right for the purpose.

New models of cars, trucks and tractors involve the use of new headed and threaded items. This is a good time to find out just where Upson can help you—as they have been helping manufacturers for many, many years. Outline your needs in a letter today and submit drawings.



*Bolts and nuts in all standard and special shapes, sizes, alloys and finishes. Standard and special rivets of all kinds. Wire rope clips. Turnbuckles. Belt fasteners. Automotive and railroad special items. Headed and threaded products for every use. Your specialties are our specialty.*

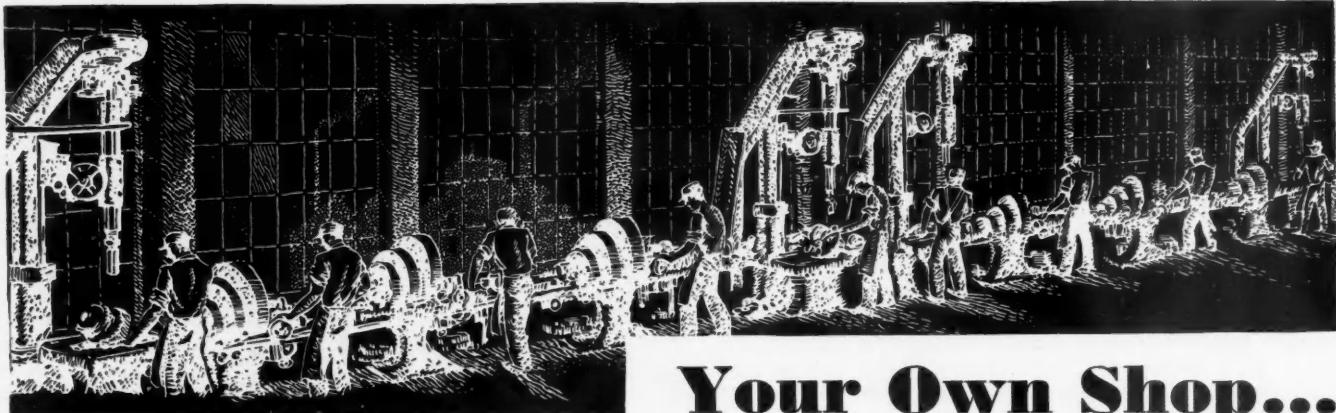


*MORE MILEAGE - BETTER SERVICE - LONGER LIFE*

In the past twenty years, many standards have become flexible, and quality has in many cases become a variable thing. \* \* \* \* \* But, throughout this period, NORMA-HOFFMANNS, as Precision Bearings consistently made to the highest standard of excellence, have continued to be the choice of those who measure value by service rendered, and who seek the lowest cost per bearing per year of useful life. \* \* \* \* \* PRECISION stands for that extra-dependability which makes for more mileage, better service, longer life.

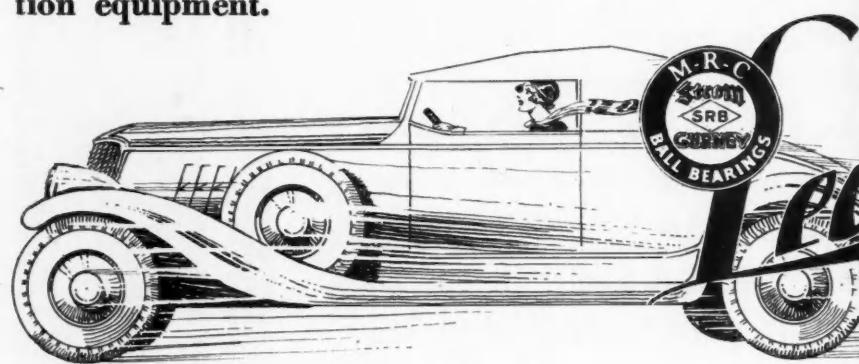
**"NORMA-HOFFMANN"**  
**PRECISION BEARINGS**  
**BALL, ROLLER AND THRUST**

**NORMA-HOFFMANN BEARINGS CORPORATION, STAMFORD, CONN., U. S. A.**



Your Own Shop...  
**THE *Proving Ground* OF THESE  
BEARINGS . . .**

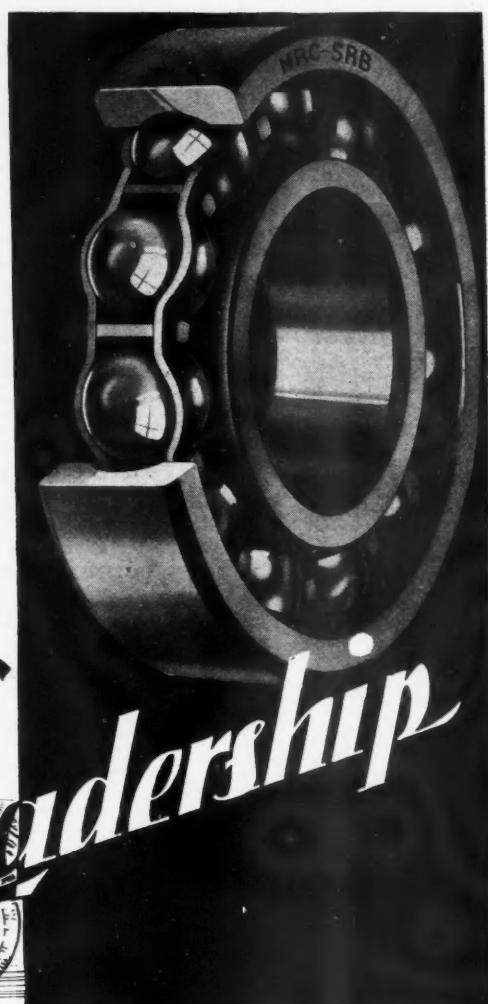
No harder service ... no more severe tests are ever given ball bearings than you conduct every working day in your own shop. Bearings for Machine Tools and material handling equipment will stand no compromise with quality ... and that's why such a large percentage of the manufacturers use Gurney, SRB or Strom Ball Bearings. For proof that these M-R-C products will give the utmost of satisfaction and dependability in your automotive positions, you have but to review their service records in your production equipment.



The Marlin-Rockwell Corporation, through its three manufacturing plants, has contributed more advances in Ball Bearing manufacturing pro-

cesses ... more developments for increasing bearing capacity and accuracy ... and more original bearing designs than any other manufacturer.

*Leadership*



**MARLIN - ROCKWELL CORPORATION**  
*Executive Offices*

JAMESTOWN, N. Y.

**GURNEY · SRB · STROM · M-R-C**  
**BALL BEARINGS**



An interior view, showing the rugged construction, locking mechanism, and fastening springs.

# METAL-BILT

## THE HUB CAP THAT LOCKS THE WHEEL

This cap is constructed by re-inforcing a heavy steel inner shell with a heavy gauge cross plate that supports the lock and is so designed that it perfectly balances the cap—making it practical for use on running wheels as well as on spare wheels. All possibility of rattle is eliminated through the use of tempered steel fastening springs. A tempered steel lock bolt and tongue prevent the cap from being pried loose. The outer shell or cover is made of brass, finished with a heavy chromium plating—assuring a uniform appearance when installed with a set of standard hub caps.

The trade demands the adoption of the METAL-BILT HUB CAP and WHEEL LOCK as protection against the ever increasing thefts of both spare and running wheels.

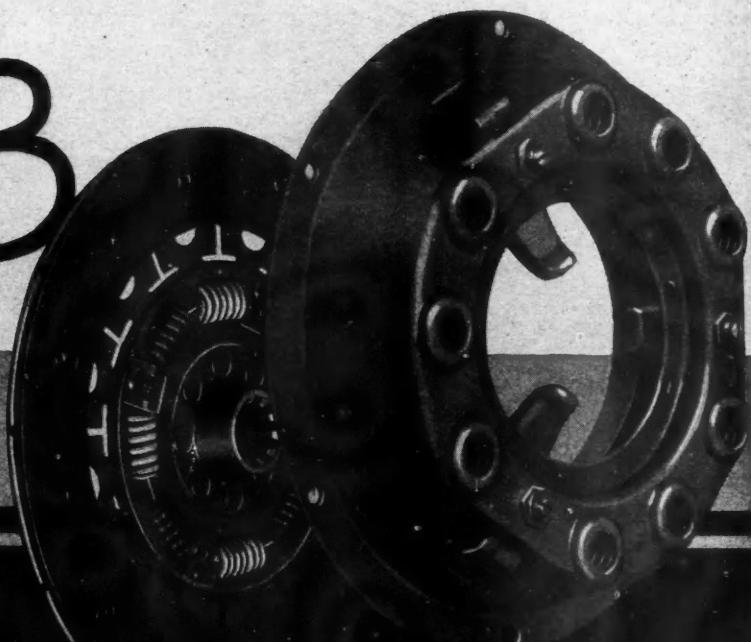
METAL-BILT Hub Caps can be built into any manufacturer's present hub cap design, without changing its appearance, except for the lock itself. Write for complete details.



An exterior view, showing the general shape and highly polished chromium plated finish.

**DETROIT METAL SPECIALTY CORPORATION**  
DETROIT MICHIGAN

Answering  
the requirements of  
1933



# BORG & BECK



YOU'LL find Borg & Beck clutches standard on a large number of the 1933 models. Automotive engineers have selected Borg & Beck clutches because they meet the exacting requirements of 1933 automotive construction.

Borg & Beck means competent engineering, comprehensive manufacturing facilities and a sure source of supply.

THE BORG & BECK COMPANY • 6558 SOUTH MENARD AVE., CHICAGO, ILL.  
DIVISION OF BORG-WARNER CORPORATION



# Constantly Improved



## BORG & BECK



BORG & BECK leadership is maintained through constant improvement in Borg & Beck Clutches. Every advance in motor car construction—new speeds, smoothness and riding comfort, finds its counterpart in finer and better Borg & Beck Clutches.

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DIVISION OF BORG-WARNER CORPORATION

# PORT AUTHORITY COMMERCE BUILDING

111 EIGHTH AVENUE

Occupying the Entire  
Block, 15th to 16th Sts.,  
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The building that offers  
perfect accommodation  
for every phase of business . . . administration,  
manufacturing, sales, display,  
packing, shipping and  
local distribution.

All the vexing problems of distribution of  
automotive parts and accessories find their  
complete solution in this unique structure . . .  
Location, size and flexibility of space units,  
superb mechanical equipment, light, ventilation,  
direct connection with Union Inland  
Freight Station—every feature of the building  
contributes directly to the comfort  
and economy of its tenants' operations.

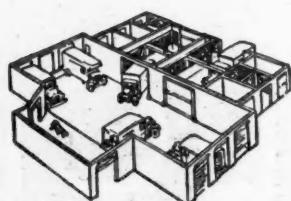
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Rental Department

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*Ready for Occupancy . . . Inspection and Inquiry Invited*



Arrangement of truck  
lobby, truck and pack-  
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such groups serve  
each floor. Ample high  
speed passenger ser-  
vice is also provided

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WALLY COLE

# HIGHER QUALITY

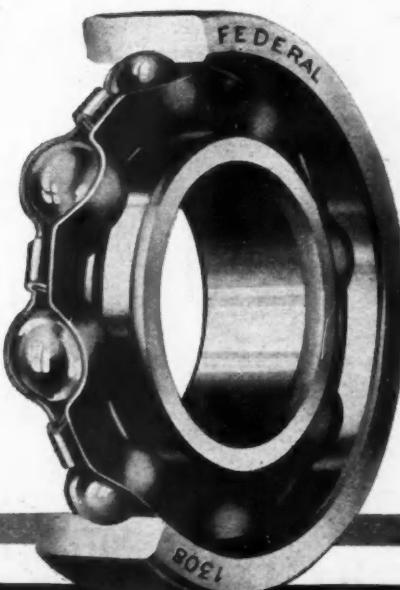


BUILDING to a standard, rather than down to a price. Striving to make the best bearings that human skill can devise. These have ever been the "FEDERAL" ideals. The finest of steels; unusual care in manufacture; exhaustive tests. These are the factors which give to FEDERAL BALL BEARINGS unusual higher quality.

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POUGHKEEPSIE, N. Y.

*Makers of Fine Ball Bearings*

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Chicago Sales Office: 120 N. Peoria St.



# FEDERAL BEARINGS



# HORSE HEAD ZINC

99.99+ %  
UNIFORM  
QUALITY

FOR DIE CASTINGS



Kelvinator  
ELECTRIC REFRIGERATORS



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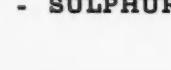
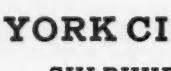
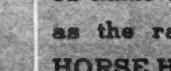
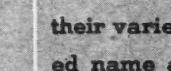
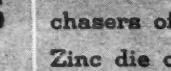
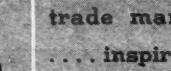
Telechron

SEGAL  
Segal Lock & Hardware

NEPTUNE METER



LIONEL TRAINS



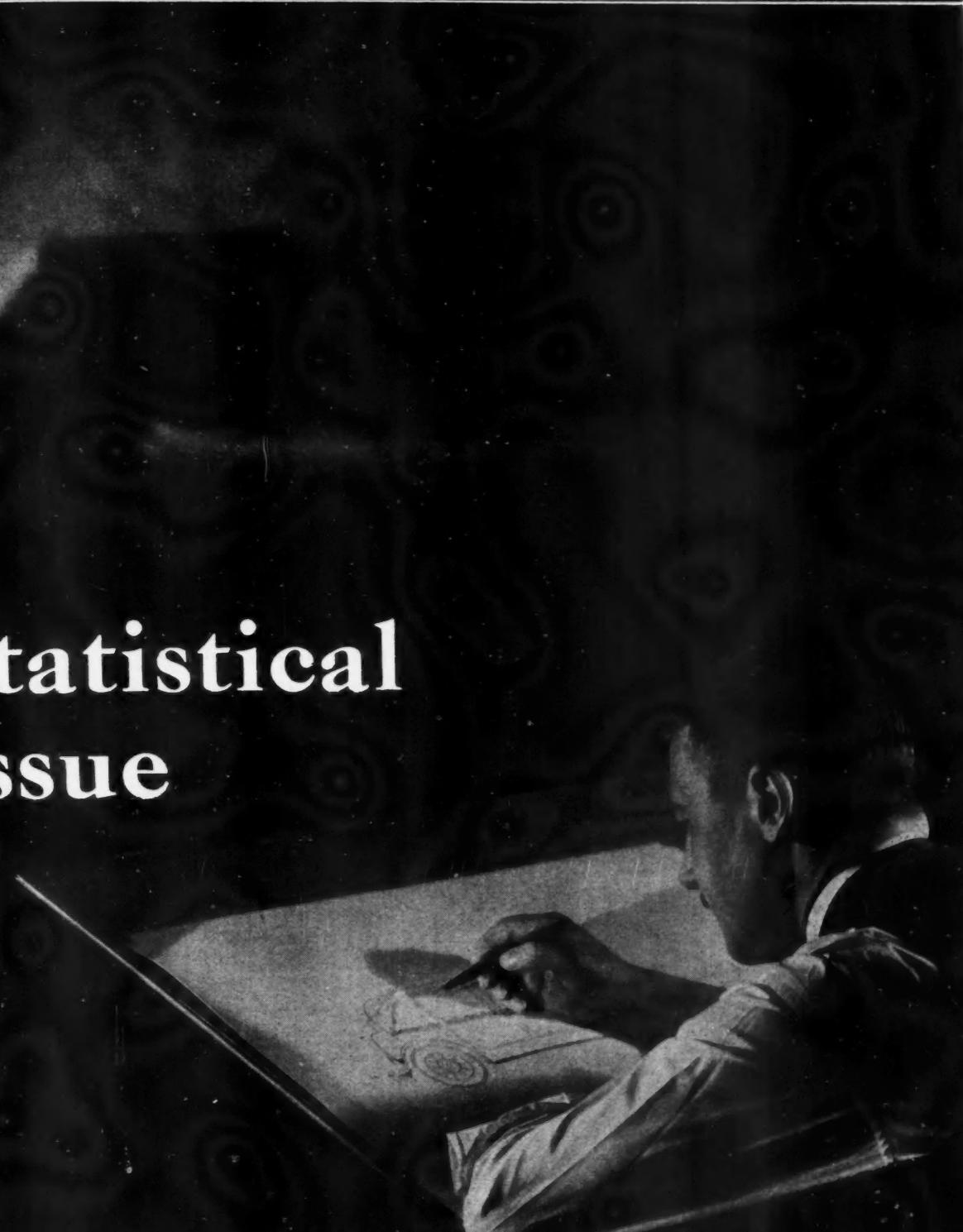
# AUTOMOTIVE INDUSTRIES

Vol. 68, No. 8

• THIRTY-FIFTH YEAR •

February 25, 1933

## Statistical Issue



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**Specifications**      page 228

# REGISTRATIONS OF MOTOR VEHICLES

## 1932 World Registrations of Motor Vehicles

	Motor Vehicles	* Cars	* Trucks	* Buses	* Motor-cycles
Americas (except U. S.)	1,896,380	1,458,848	331,987	11,464	13,096
Africa	369,814	290,102	68,880	3,751	57,122
Asia	486,292	268,416	97,708	13,274	56,984
Europe	5,498,704	3,908,229	1,453,321	116,752	2,192,395
Oceania	770,199	604,895	163,145	1,509	99,768
United States†	24,373,979	21,173,698	3,131,269	69,012	96,153
 Total, 1932	 33,395,368	 27,704,188	 5,246,810	 215,762	 2,515,518
Total, 1931	35,303,713	29,408,043	5,556,237	251,064	2,618,319

\* Not complete for all territories.

† *Automotive Industries*—All others *The American Automobile* (American Edition).

## U. S. Motor Vehicles Pay \$825,000,000 Taxes

State	Tax per Gallon Cents	Gasoline Tax Receipts*		Per Cent Change	Registration Fees		Per Cent Change	Gasoline and Registration Tax per Motor Vehicle		Gasoline Consumption Gallons (000 Omitted)		Per Cent Change
		1931	1932		1931	1932		1931	1932	1931	1932	
Alabama	6	\$7,197,474	\$7,267,915	+1.1	\$3,379,392	\$2,425,348	-28.5	\$42.70	\$42.70	162,672	136,644	-16.0
Arizona	5	3,204,288	2,900,221	-9.3	767,508	560,752	-27.0	30.30	36.40	74,461	69,621	-6.5
Arkansas	6	6,448,049	6,287,900	-2.5	3,495,545	3,110,000	-11.0	53.00	55.80	127,074	112,715	-11.3
California	3	39,863,637	36,353,541	-8.7	9,763,274	9,383,449	-3.9	24.90	22.90	1,401,544	1,349,687	-3.7
Colorado	4	6,254,538	5,469,220	-12.5	1,910,741	1,931,795	+1.0	26.45	26.00	176,494	158,139	-10.4
Connecticut	2	4,727,993	4,700,000	-0.5	8,259,542	7,493,291	-9.2	36.45	34.20	248,927	247,682	-0.5
Delaware	3	1,072,061	1,096,723	+2.0	1,043,173	1,018,396	-2.5	38.05	39.90	33,106	38,487	+1.0
Dist. of Col.	2	1,726,296	1,976,461	+11.4	623,460	317,031	-49.1	12.30	13.00	93,493	103,123	+10.3
Florida	7	14,986,170	14,644,448	-2.2	4,851,968	5,261,974	+8.5	61.15	68.90	231,988	209,021	-9.9
Georgia	6	13,313,500	12,064,691	-9.4	4,256,553	3,836,612	-9.7	54.90	55.40	221,893	199,260	-10.2
Idaho	5	2,598,366	2,220,000	-14.5	1,909,363	1,750,000	-8.0	39.80	39.10	59,753	51,089	-14.5
Illinois	3	29,065,685	28,581,257	-1.5	18,426,497	16,966,682	-7.9	29.40	30.40	1,047,687	965,967	-7.8
Indiana	4	18,034,553	16,739,562	-7.0	6,332,101	5,933,518	-6.3	28.10	28.40	481,471	446,805	-7.2
Iowa	3	10,927,589	8,914,363	-18.4	12,539,613	11,748,996	-6.3	31.20	30.20	412,424	354,854	-13.6
Kansas	3	8,070,885	7,000,000	-13.3	6,069,910	5,500,000	-9.2	25.10	24.50	485,483	419,943	-13.5
Kentucky	5	8,810,130	8,200,000	-6.9	4,842,108	4,234,988	-12.6	41.50	42.00	176,203	164,045	-6.9
Louisiana	5	9,397,733	9,382,888	-0.2	4,549,244	4,115,384	-9.6	53.00	55.50	187,955	166,152	-11.6
Maine	4	4,382,728	4,255,148	-2.8	3,184,091	2,942,856	-7.5	40.40	42.40	116,199	110,273	-5.1
Maryland	4	7,431,002	7,500,232	+1.0	3,497,807	3,460,746	-1.0	33.60	34.20	188,930	192,520	+1.9
Massachusetts	3	15,306,376	16,651,882	+9.0	7,000,306	6,142,130	-12.2	26.75	28.40	577,197	565,653	-2.0
Michigan	3	21,832,347	20,398,449	-6.5	21,821,290	19,855,711	-9.1	35.50	35.50	821,584	767,359	-6.6
Minnesota	3	11,070,159	10,000,557	-9.0	10,754,845	10,114,792	-6.2	30.20	29.50	441,914	400,816	-9.3
Mississippi	6	5,882,264	5,180,000	-11.8	2,421,287	2,189,000	-9.5	45.25	44.70	115,224	99,669	-13.5
Missouri	2	9,206,564	8,923,000	-3.0	10,140,429	9,750,000	-3.8	25.60	25.80	492,572	448,241	-9.0
Montana	5	3,018,154	2,703,879	-10.5	1,499,492	1,294,174	-13.6	35.10	36.70	75,645	68,232	-9.8
Nebraska	4	9,210,911	7,830,836	-15.2	3,742,401	3,360,336	-10.2	31.00	29.55	228,200	196,252	-14.0
Nevada	4	777,918	761,000	-2.0	388,327	333,299	-14.2	35.60	34.20	23,544	23,024	-2.0
New Hampshire	4	2,657,143	2,549,773	-3.9	2,257,459	2,104,096	-6.6	43.90	43.70	68,305	65,641	-3.9
New Jersey	3	17,124,632	16,980,000	-0.9	15,891,204	15,600,000	-1.6	37.80	37.50	711,128	704,017	-1.0
New Mexico	5	2,664,704	2,217,160	-16.8	1,248,097	1,123,000	-9.8	48.10	43.50	52,222	46,582	-10.8
New York	3	30,544,061	29,900,000	-2.0	41,877,611	41,000,000	-1.8	31.20	31.10	1,625,571	1,593,060	-2.0
N. Carolina	6	14,024,303	13,907,377	-0.7	6,164,549	5,444,356	-11.8	46.60	49.50	255,691	240,360	-6.0
N. Dakota	3	2,030,238	1,835,712	-9.6	1,799,120	1,799,973	none	22.40	23.60	114,789	98,020	-14.6
Ohio	4	39,328,053	34,260,952	-12.8	12,818,705	18,424,972	+44.0	30.30	32.90	984,809	895,191	-9.1
Oklahoma	4	11,665,432	10,480,000	-10.1	5,857,107	5,250,000	-10.2	36.30	36.30	300,357	269,420	-10.3
Oregon	4	6,186,918	5,932,486	-4.1	6,940,504	6,548,171	-5.7	46.75	47.60	174,550	157,968	-9.5
Pennsylvania	3	32,452,677	30,769,010	-5.2	31,607,172	29,676,168	-6.0	36.70	36.30	1,062,602	1,046,663	-1.5
Rhode Island	2	1,892,635	1,854,025	-2.0	2,272,879	2,183,509	-3.9	30.00	30.10	98,157	101,298	+3.2
S. Carolina	6	7,245,939	6,299,256	-13.0	2,790,008	2,470,470	-11.5	48.30	48.90	121,239	104,629	-13.7
S. Dakota	4	3,394,675	2,949,228	-13.0	2,808,172	2,425,000	-13.5	31.95	33.40	134,514	109,898	-18.3
Tennessee	7	11,461,023	9,750,000	-14.9	4,580,685	3,833,317	-16.4	45.30	47.30	214,369	182,857	-14.7
Texas	4	30,514,558	27,533,824	-9.8	13,994,647	13,146,838	-6.0	34.40	33.85	826,107	746,801	-9.6
Utah	4	2,309,227	2,168,081	-6.0	828,303	801,846	-3.1	28.80	29.70	61,175	54,874	-10.3
Vermont	4	1,966,544	1,872,501	-4.7	2,355,913	2,218,413	-5.7	51.50	52.70	49,151	46,693	-5.0
Virginia	5	11,445,215	10,923,740	-4.5	6,159,267	6,247,106	+1.3	45.95	45.80	244,151	230,723	-5.5
Washington	5	11,032,462	10,976,551	-0.2	7,623,570	2,162,292	-71.7	43.50	29.00	272,608	245,620	-9.9
W. Virginia	4	5,387,217	4,978,763	-7.5	4,519,763	4,030,140	-10.6	38.50	40.00	143,981	129,151	-10.3
Wisconsin	4	15,780,181	15,086,605	-4.4	11,724,995	10,281,303	-12.4	36.20	36.20	485,649	410,995	-9.8
Wyoming	4	1,587,014	1,418,517	-10.6	727,667	676,442	-7.0	37.10	36.90	39,477	35,213	-10.8
Totals	..	\$536,512,121	\$502,647,734	-6.3‡	\$344,337,654	\$322,459,672	-6.3‡	\$33,901	\$34,001	16,719,239	15,580,947	-7.0‡

\* Amount is NET after deduction of Refunds.

† Includes all License Fees.

‡ Average.

## U. S. Motor Vehicle Registrations, By Years

Passenger Cars	Trucks	Total Motor Vehicles	Passenger Cars	Trucks	Total Motor Vehicles																					
			1895	1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913					
4	.....	4	1914	1,625,739	85,600	1,711,339	2,445,666	3,512,996	6,146,617	7,565,446	9,231,941	10,464,715	12,239,853	15,092,177	17,595,373	19,937,274	22,001,393	23,133,243	24,493,124	26,501,443	26,657,072	25,993,896	24,373,979			
16	.....	16	1915	2,309,666	136,000	2,445,666	215,000	326,000	4,657,340	5,621,617	5,771,074	7,94,372	8,225,859	10,006,082	11,18,520	13,479,608	15,460,649	17,496,420	19,237,171	20,219,224	21,379,125	22,121,589	23,183,241	24,473,331	25,426,515	26,200,281
90	.....	90	1916	3,297,996	215,000	3,512,996	215,000	326,000	4,657,340	5,621,617	5,771,074	7,94,372	8,225,859	10,006,082	11,18,520	13,479,608	15,460,649	17,496,420	19,237,171	20,219,224	21,379,125	22,121,589	23,183,241	24,473,331	25,426,515	26,200,281
800	.....	800	1917	5,621,617	525,000	6,146,617	6,771,074	7,94,372	8,225,859	10,006,082	11,18,520	13,479,608	15,460,649	17,496,420	19,237,171	20,219,224	21,379,125	22,121,589	23,183,241	24,473,331	25,426,515	26,200,281				
3,200	.....	3,200	1918	6,771,074	7,94,372	7,565,446	8,225,859	10,006,082	11,18,520	13,479,608	15,460,649	17,496,420	19,237,171	20,219,224	21,379,125	22,121,589	23,183,241	24,473,331	25,426,515	26,200,281						
8,000	.....	8,000	1919	7,94,372	7,565,446	8,225,859	10,006,082	11,18,520	13,479,608	15,460,649	17,496,420	19,237,171	20,219,224	21,379,125	22,121,589	23,183,241	24,473,331	25,426,515	26,200,281							
14,800	.....	14,800	1920	8,225,859	10,006,082	9,231,941	10,464,715	12,239,853	15,092,177	17,595,373	19,937,274	22,001,393	23,133,243	24,493,124	26,501,443	26,657,072	25,993,896	24,373,979								
23,000	.....	23,000	1921	9,346,195	11,18,520	10,464,715	12,239,853	15,092,177	17,595,373	19,937,274	22,001,393	23,133,243	24,493,124	26,501,443	26,657,072	25,993,896	24,373,979									
32,920	.....	32,900	1922	10,864,128	1,375,725	1,711,339	2,445,666	3,512,996	4,657,340	5,621,617	5,771,074	7,94,372	8,225,859	10,006,082	11,18,520	13,479,608	15,460,649	17,496,420	19,237,171	20,219,224	21,379,125	22,121,589	23,183,241	24,473,331	25,426,515	26,200,281
54,590	410	55,000	1923	13,479,608	1,612,569	15,092,177	17,595,373	19,937,274	22,001,393	23,133,243	24,493,124	26,501,443	26,657,072	25,993,896	24,373,979											
77,400	600	78,000	1924	15,460,649	2,134,724	17,595,373	19,937,274	22,001,393	23,133,243	24,493,124	26,501,443	26,657,072	25,993,896	24,373,979												
105,900	1,100	107,000	1925	17,496,420	2,440,854	19,937,274	22,001,393	23,133,243	24,493,124	26,501,443	26,657,072	25,993,896	24,373,979													
140,300	1,700	142,000	1926	19,237,171	2,764,222	22,001,393	23,133,243	24,493,124	26,501,443	26,657,072	25,993,896	24,373,979														
194,400	3,100	197,500	1927	20,219,224	3,014,019	23,133,243	24,493,124	26,501,443	26,657,072	25,993,896	24,373,979															
305,950	6,050	312,000	1928	21,379,125	3,313,999	24,493,124	26,501,443	26,657,072	25,993,896	24,373,979																
458,500	10,000	468,500	1929	23,121,589	3,379,854	26,501,443	26,657,072	25,993,896	24,373,979																	
619,500	20,000	639,500	1930*	23,183,241	3,473,331	26,657,072	25,993,896	24,373,979																		
902,600	41,400	944,000	1931*	22,567,381	3,426,515	25,993,896	24,373,979																			
1,194,262	63,800	1,258,062	1932*	21,173,698	3,200,281	24,373,979																				

\* Automotive Industries count, all others Department of Commerce.

## U. S. Motor Vehicle Registrations

(As of Dec. 31, 1931 and 1932)

STATE	Passenger Cars		Trucks		Buses		Total Motor Vehicles	Over 1931	Motor Vehicle	Per Cent Persons Loss 1932		Motorcycles		Trailers	
	1931	1932	1931	1932	1931	1932				1931	1932	1931	1932	1931	1932
Ala. <sup>1</sup>	213,626	195,182	33,895	32,218	†	†	247,521	227,400	8.2	11.8	593	604	3,279	3,948	
Ariz.	92,939	80,099	12,633	14,848	.....	†	105,572	94,947	10.0	4.7	279	309	1,623	1,765	
Ark.	165,417	148,900	22,000	19,800	.....	.....	187,417	168,700	10.1	11.1	375	340	2,800	2,300	
Cal.	1,971,170*	1,898,543*	105,213	97,283	.....	.....	2,076,383	1,995,826	3.7	3.0	10,034	9,372	59,057	66,059	
Colo.	276,376	255,854	32,082	30,006	.....	.....	308,458	285,860	7.2	3.7	962	805	258	563	
Conn.	302,316	303,910	53,274	51,577	653	947	356,243	356,434	none	4.6	2,609	2,319	1,062	1,013	
Del.	45,642	43,647	9,991	9,410	*	*	55,633	53,057	4.5	4.5	320	320	517	649	
D. of C.	169,907	155,496	19,809	19,331	1,070	1,027	190,786	175,854	7.8	2.8	990	814	.....	607	
Fla.	273,927	251,503	50,819	38,305	†	†	324,746	289,808	10.9	5.3	1,165	946	6,751	7,522	
Ga.	274,576	245,666	45,736	41,532	†	†	320,312	287,198	10.2	10.1	1,041	977	3,317	4,021	
Idaho	97,398	87,658	15,435	13,900	228	200	113,061	101,758	10.0	4.4	366	330	7,558	6,500	
Ill.	1,411,261	1,311,783	201,509	181,715	.....	.....	1,612,770	1,493,498	7.3	5.2	5,811	5,274	9,283	8,950	
Ind.	737,254	674,230	129,192	119,855	1,032	878	867,478	794,963	8.3	4.1	2,781	2,529	17,807	23,570	
Iowa	671,830	609,168	80,752	75,057	300	335	752,882	684,560	9.1	3.6	1,781	1,669	3,207	2,833	
Kan.	481,742	438,000	80,484	72,000	.....	.....	562,226	510,000	9.2	3.7	1,050	950	1,778	1,975	
Ky.	292,234	261,501	36,670	34,765	405	.....	329,309	296,266	10.0	8.9	804	878	.....	.....	
La.	215,117	198,787	47,783	43,961	.....	.....	262,900	242,748	7.6	8.8	759	733	5,445	6,624	
Me.	151,920	137,319	35,711	32,525	115	124	187,746	169,968	9.5	4.7	1,174	989	3,084	4,220	
Md.	288,485	256,681	35,904	34,334	800	600	325,189	320,615	1.3	5.1	1,739	1,553	1,128	1,327	
Mass.	732,027	694,459	103,888	103,551	4,275	3,899	840,190	801,909	4.5	5.4	3,068	1,661	650	525	
Mich.	1,078,345	1,001,130	152,635	135,094	.....	.....	1,230,980	1,136,224	7.8	4.4	8,236	2,998	61,932	77,538	
Minn.	613,120	581,088	109,984	101,651	317	215	723,421	682,954	5.5	3.8	1,881	1,704	18,329	21,529	
Miss.	152,929	137,636	30,721	27,649	*	*	183,650	165,285	10.1	12.3	180	175	2,560	2,300	
Mo.	657,202	624,087	96,000	99,505	*	*	753,202	723,592	4.0	5.1	1,671	1,551	5,356	9,778	
Mont.	104,547	88,665	24,037	20,508	*	*	128,584	109,173	15.1	4.9	225	204	52	61	
Neb.	357,706	322,196	59,848	53,369	215	151	417,769	375,716	10.1	3.7	897	834	15,737	13,531	
Nev.	25,402	25,225	6,950	6,795	360	.....	32,712	32,020	2.1	2.9	75	89	411	646	
N. H.	93,068	87,873	18,671	18,290	247	268	111,986	106,431	4.9	4.4	1,063	1,000	1,137	1,448	
N. J.	731,621	729,835	135,098	134,279	5,400	5,197	872,119	836,311	0.5	4.8	5,738	5,700	2,916	2,863	
N. M.	65,441	61,944	15,521	14,628	36										

# WORLD REGISTRATIONS

by special arrangement with El Automovil Americano and The American Automobile (Overseas Edition)

## NORTH AND SOUTH AMERICA\*

COUNTRY	Motor Vehicles	Cars	Trucks	Buses	Motor-cycles	
					4	30
Alaska	2,944	2,081	862	40		
Antigua	270	230	40	30		
Argentina	329,400	251,765	77,635	...		
Bahamas	1,025	800	225	...		
Barbados	1,622	1,322	194	106	119	
Bermuda	56					
Bolivia	2,375	1,200	1,000	175	...	
Brazil	163,200	112,000	51,200	...		
British Guiana	1,068	865	45	158	200	
British Honduras	241	163	78	...		
Canada	1,103,089	946,846	154,578	1,665	9,265	
Chile	34,000	...	...	...		
Colombia	11,500					
Costa Rica	1,788	1,357	334	97	129	
Cuba	27,500	...	...	...		
Dominica	35					
Dominican Rep.	3,300	2,600	700	...		
Dutch Guiana	200				90	
Ecuador	2,312	1,407	190	715	87	
French Guiana	100	...	...	...		
Grenada	400	...	...	...		
Gaudeloupe	1,300	...	...	...	150	
Guatemala	3,115	...	...	...	57	
Haiti	2,300	2,200	600	...		
Honduras	1,370	985	385	...		
Jamaica	7,800	6,000	1,800	...	550	
Martinique	2,300	1,800	500	...	125	
Mexico	88,930	61,960	20,687	6,283	852	
Montserrat	50	...	...	...		
Netherlands West Indies	2,002	1,349	653	...	150	
Newfoundland	3,128	2,611	510	7	93	
Nicaragua	1,000	...	...	...		
Other W. Indies	700	...	...	...		
Panama	7,864	6,351	1,514	...		
Paraguay	2,200	800	1,150	250	...	
Peru	9,025	5,450	3,175	400	175	
Puerto Rico	14,171	11,101	2,590	480	148	
Salvador	1,825	1,480	217	128	65	
St. Lucia	165	125	40	...	25	
St. Kitts, Nevis.	260	170	90	...	20	
St. Pierre & Miquelon	125					
Trinidad & Tobago	6,900	5,000	1,900	...	750	
United States	24,273,979	21,173,698	3,181,269	69,012	96,153	
Uruguay	38,500	28,500	9,000	1,000	...	
Venezuela	14,000	...	...	...		
Virgin Islands	425	330	95	...	12	
Total, 1932	26,270,359	22,632,546*	3,465,256*	80,476*	109,249*	
Total, 1932, less U. S.	1,896,380	1,458,848*	331,987*	11,464*	13,096	
Total, 1931	28,007,873	24,159,795*	3,695,317*	93,755*	113,797*	
Total, 1931, less U. S.	2,013,977	1,592,414*	345,338*	17,219*	19,660*	

\* Not complete for all territories.

## AFRICA

COUNTRY	Motor Vehicles	Cars	Trucks	Buses	Motor-cycles	
					3,200	2,427
Algeria	52,550	43,750	6,800	2,000		
Angola	2,250					
Belgian Congo	5,870	2,911	2,959	...	2,089	
British East Africa	25,036	17,245	7,791	...	5,430	
British West Africa	13,268	4,846	8,422	...	2,600	
Canary Islands	4,725					
Egypt	27,230	23,254	2,756	1,220	505	
Ethiopia	543	427	116	...		
French West Africa	6,014	2,353	3,521	140	505	
Liberia	92	52	40	...	9	
Libya	1,002	480	522	...		
Madagascar	3,881	2,815	1,075	...	1,925	
Madeira	980	750	80	150	10	
Mauritius	2,850	2,250	600	...		
Morocco	25,660	17,997	7,563	...	1,729	
Nyasaland Protectorate	1,255	736	519	...	866	
Portuguese East Africa	2,180	1,255	925	...	431	
Rhodesia	18,589	15,657	2,932	...	3,482	
Seychelles Islands	15	...	...	...		
Somaliland and Eritrea	1,450	816	634	...		
Southwest Africa	2,344	1,568	776	...	97	
Sudan	2,289	1,150	1,139	...		
Tripolitania	1,020	456	521	43	172	
Tunisia	12,258	10,525	1,535	198	1,714	
Union of South Africa	156,463	138,809	17,654	...	30,436	
Total 1932	369,814	*290,102	*68,880	*3,751	*57,122	
Total 1931	370,880	*287,523	*72,682	*3,446	*66,830	

\* Not complete for all territories.

## ASIA

COUNTRY	Motor Vehicles	Cars	Trucks	Buses	Motor-cycles	
					1,340	5,674
Arabia	30,064	23,960	5,674	1,617	4,176	
British Malaya	19,650	14,600	2,200	2,850	...	
Ceylon	35,000	23,000	12,000	...	...	
Cyprus	1,550					
French Indo-China	22,039	17,215	2,123	2,300	2,336	
Hong Kong	3,136	2,305	656	175	410	
India	108,355	76,930	31,405	...	15,000	
Iraq	4,275	3,500	775	...	220	
Japanese Empire	104,800				25,000	
Netherlands East Indies	71,754	54,087	12,618	5,049	7,891	
Palestine	3,336	2,007	631	728	476	
Persia	8,168	4,300	3,868	...	...	
Philippine Islands	44,700	27,500	17,200	...	380	
Siam	7,600	4,045	3,000	555	400	
Syria	12,717	9,755	2,962	...	695	
Turkey	7,808	5,212	2,596	...	...	
Total 1932	486,292	*268,416	*97,708	*13,274	*56,984	
Total 1931	566,353	*389,711	*159,790	*16,862	*69,169	

\*Not complete for all territories.

## EUROPE

COUNTRY	Motor Vehicles	Cars	Trucks	Buses	Motor-cycles	
					1,035	510
Albania	28,100	14,900	13,200	...	29,800	
Azores	749	645	41	63	90	
Belgium	150,000	95,000	55,000	...	45,000	
Bulgaria	3,500	2,500	1,000	...	550	
Czechoslovakia	85,500	54,000	26,500	5,000	40,000	
Danzig Free State	2,355	1,560	750	45	2,055	
Denmark	126,321	82,820	34,501	...	25,000	
Estonia	3,063	1,711	1,156	196	736	
Faroë Islands	82					
Finland	31,800	21,000	9,400	1,400	5,200	
France	1,710,955	1,273,088	437,867	...	488,147	
Germany	659,532	485,828	152,420	11,274	819,178	
Gibraltar	600					
Great Britain	1,493,474	1,060,889	360,195	72,390	434,399	
Greece	17,226	11,198	6,028	...		
Holland	136,100	84,500	47,600	3,700	33,800	
Hungary	16,880	12,750	4,130	...	10,950	
Iceland	1,434	584	850	...	105	
Irish Free State	49,223	40,100	8,287	836	5,668	
Italy	301,533	214,975	77,457	9,101	98,471	
Latvia	3,234	1,795	1,184	255	1,669	
Lithuania	2,370	1,450	550	370	1,200	
Luxembourg	9,947	6,691	3,139	107	2,776	
Malta	2,857	2,042	250	565	322	
Monaco	1,625	1,325	200	100	200	
Northern Ireland	26,650	19,200	6,500	550	4,100	
Norway	51,183	29,197	19,686	2,300	6,500	
Poland	27,369	19,006	5,544	2,819	8,201	
Romania	37,500	27,250	8,200	2,050	2,050	
Spain	172,000	122,000	50,000	...	14,800	
Sweden	151,500	106,300	45,200	...	55,000	
Switzerland	90,100	69,750	19,800	550	47,300	
U.S.S.R. (Russia)	60,324	15,212	42,914	2,198	5,692	
Yugoslavia	11,733	7,703	3,147	883	3,436	
Total 1932	5,498,704	*3,908,229	*1,453,321	*116,752	*2,192,395	
Total 1931	5,586,320	*3,968,228	*1,460,711	*135,747	*2,243,267	

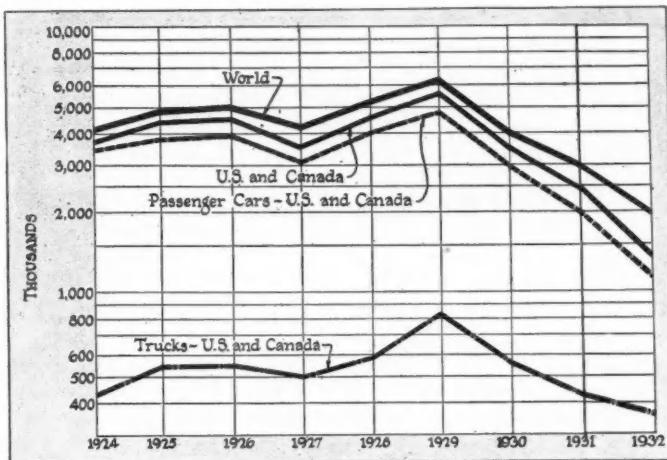
\*Not complete for all territories.

## OCEANIA

COUNTRY	Motor Vehicles</
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# PRODUCTION

## World Production Trends



## Canadian Production\*

	Pass. Cars	Trucks	Total
1922	94,904	7,149	102,053
1923	129,228	17,210	146,438
1924	117,765	17,481	135,246
1925	135,573	26,397	161,970
1926	164,856	39,871	204,727
1927	146,827	32,227	179,054
1928	196,741	45,641	242,382
1929	207,498	55,797	263,295
1930	125,442	28,750	154,192
1931	65,093	17,528	82,621
1932	50,718	10,098	60,816

\*Dominion Bureau of Statistics

## European Production Totals

	Motor Vehicles
1924	334,500
1925	460,678
1926	529,343
1927	578,201
1928*	589,900
1929*	650,000
1930*	583,107
1931*	545,385
1932*	†536,515

These figures do not include American cars assembled in European plants.

\* The American Automobile (Overseas Edition).

† Estimated.

## 1932 Production Summary

Passenger Cars:		
United States	1,134,422	
Canada	50,718	
Commercial Cars:		
United States	235,187	
Canada	10,098	
Buses, U. S.	804	
Taxicabs, U. S.	1,119	
Motorcycles, U. S.	6,864	
Tires, U. S.	48,900,000	
Aircraft, U. S.:		
Commercial	549	
Military	593	
U. S. foreign assemblies	50,158	

## Passenger Car Production by Leading Manufacturing Groups

	1927	1928	1929	1930	1931	1932		
	Production	Production	Production	Production	Production	Production		
	% of Total							
Ford	362,456	11.7	718,299	17.9	1,707,251	35.5		
General Motors	1,353,350	43.1	1,552,790	38.6	1,197,371	41.1		
All others	1,367,554	44.4	1,741,069	43.5	997,280	34.3		
Total	3,083,360	100.0	4,012,158	100.0	2,910,187	100.0		
	4,794,898	100.0	2,910,187	100.0	2,038,183	100.0	1,186,259	100.0

## Motor Vehicle Production—U. S. and Canada

Year	Passenger Cars		Trucks		Cars and Trucks	
	Units*	Value**	Units	Value**	Units	Value**
1912	356,000	\$335,000,000	22,000	\$43,000,000	378,000	\$378,000,000
1913	461,500	399,902,000	23,500	44,000,000	485,000	443,902,000
1914	543,679	413,859,000	25,375	45,098,464	569,054	458,957,843
1915	895,930	575,978,000	74,000	125,800,000	969,930	701,778,000
1916	1,525,578	921,378,000	92,130	161,000,000	1,617,708	1,082,378,000
1917	1,745,792	1,053,505,781	128,157	220,982,668	1,873,949	1,274,488,449
1918	943,436	801,937,925	227,250	434,168,992	1,170,686	1,236,106,917
1919	1,657,652	1,461,785,925	275,943	423,326,621	1,933,595	1,885,112,546
1920	1,905,560	1,809,170,963	321,789	423,249,410	2,227,349	2,232,420,373
1921	1,518,061	1,091,752,452	164,304	169,914,098	1,682,365	1,261,666,550
1922	2,369,089	1,561,740,645	277,140	231,282,063	2,646,229	1,793,022,708
1923	3,753,945	2,274,554,488	426,505	317,478,940	4,180,450	2,592,033,428
1924	3,303,646	2,040,706,519	434,140	326,706,496	3,737,786	2,367,413,015
1925	3,870,744	2,544,528,799	557,056	470,634,763	4,427,800	3,015,163,562
1926	3,948,843	2,746,064,722	556,818	468,752,769	4,505,661	3,214,817,491
1927	3,083,360	2,265,633,102	497,020	435,072,641	3,580,380	2,700,705,743
1928	4,012,158	2,703,753,500	588,983	459,045,380	4,601,141	3,162,798,880
1929	4,794,898	2,981,141,842	826,811	595,504,039	5,621,709	3,576,645,881
1930	2,910,187	1,720,652,104	599,991	405,949,915	3,510,178	2,126,602,019
1931	2,038,183	1,153,907,947	434,176	272,748,305	2,472,359	1,426,656,252
1932	1,186,259	646,500,000	245,285	138,000,000	1,431,544	784,500,000

\* Includes Taxicabs. \*\* Wholesale Value.

### Estimated Number of U. S. Passenger Cars Scrapped

1923...	911,000	1928...	2,315,000
1924...	1,185,000	1929...	2,435,000
1925...	1,569,000	1930...	2,465,000
1926...	1,688,000	1931...	2,456,000
1927...	1,930,000	1932...	*2,456,000

\* Unadjusted.

### Total Value of Production of Motor Vehicle Bodies and Parts Plants\*

1925.....	\$1,523,279,923
1927.....	1,151,426,365
1929.....	1,393,907,554
1931.....	†865,652,968

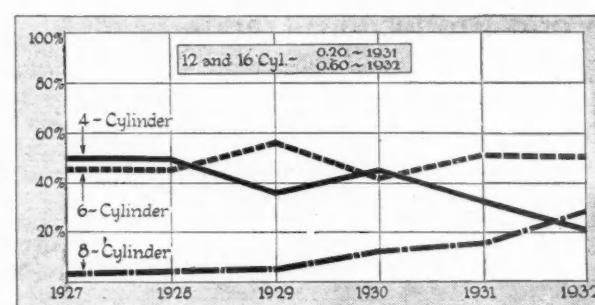
\* Census of manufacturers.

† Figures for 1931 represent production;  
1929 figures refer to factory sales.

### Factories Junk 180,000 Cars—1932

Total passenger cars scrapped or out of service.....	2,456,000	100.0%
Eliminated through factory supervision .....	179,181	7.4%
Eliminated through other means .....	2,276,819	92.6%

### Division of Passenger Car Production By Number of Engine Cylinders



	Per Cent Fours	Per Cent Sixes	Per Cent Eights	Per Cent Twelves	Per Cent Sixteens
1926	64.0	34.0	2.0	....	....
1927	49.7	47.1	3.2	....	....
1928	48.6	47.0	4.4	....	....
1929	37.5	57.0	5.5	....	....
1930	44.4	43.3	12.1	*.20	....
1931	33.2	51.8	14.8	.17	.03
1932	20.7	50.5	28.2	.52	.08

\* Including sixteens.

### Truck Production by Capacities—United States and Canada

(Based on N.A.C.C. Data)

Truck Tonnage	1928		1929		1930		1931		1932	
	Number	%								
% ton or less .....	95,232	16.2	141,859	17.1	144,869	24.0	109,220	25.2	59,101	24.1
1 ton and less than 1 1/2 .....	313,270	53.2	78,786	9.5	31,028	5.2	4,899	1.1	1,387	0.6
1 1/2 ton and less than 2 .....	112,171	19.0	523,691	63.4	370,541	61.7	289,418	66.6	165,713	67.6
2 ton and less than 2 1/2 .....	30,456	5.2	28,416	3.4	16,477	2.7	8,516	2.0	7,575	3.1
2 1/2 ton and less than 3 1/2 .....	21,813	3.7	33,530	4.1	22,887	3.8	11,516	2.7	6,019	2.5
3 1/2 ton and less than 5 .....	4,746	0.8	8,643	1.0	6,412	1.0	4,532	1.0	2,359	0.9
5 ton .....	2,219	0.4	2,384	0.3	1,094	0.2	906	0.2	1,301	0.5
Over 5 ton and special types .....	9,076	1.5	9,508	1.2	6,683	1.4	5,169	1.2	1,830	0.7
Total .....	588,983	100.0	826,817	100.0	599,991	100.0	434,176	100.0	245,285	100.0

### World Car and Truck Production\*

	1932 †			1931			1930		
	Cars	Trucks	Total	Cars†	Trucks†	Total	Cars	Trucks	Total
Austria .....	....	....	3,000	3,200	1,700	4,900	6,000	3,000	9,000
Belgium .....	....	....	3,000	3,800	780	4,580	....	....	7,500
Czechoslovakia .....	....	....	14,000	15,150	2,700	17,850	13,000	7,000	20,000
Denmark (estimated) .....	....	....	....	....	....	150	....	....	200
France .....	....	....	175,000	150,000	25,000	175,000	181,260	41,119	222,379
Germany .....	44,000	6,500	50,500	55,000	9,500	64,500	54,000	12,500	66,500
Great Britain .....	160,000	70,000	230,000	160,000	65,000	225,000	150,00	50,000	200,000
Hungary .....	....	....	....	....	....	....	200	100	300
Italy .....	....	....	30,000	....	....	31,000	34,150	9,500	43,650
Poland .....	....	....	125	....	....	....	....	....	600
Spain .....	....	....	450	....	....	....	....	....	400
Sweden .....	....	....	2,800	700	1,675	2,375	800	1,600	2,400
Switzerland .....	....	....	440	150	980	1,130	200	1,100	1,300
U.S.S. Russia (mostly trucks) .....	....	....	26,700	....	....	23,400	....	....	5,878
United States and Canada ...	1,186,259	245,285	1,431,544	2,038,183	434,168	2,472,351	2,939,791	569,271	3,509,061
Miscellaneous .....	....	....	500	....	....	1,500	....	....	1,000
World Total .....	1,390,259	321,785	1,968,059	2,426,183	541,603	3,023,736	3,379,401	695,190	4,090,169

\*The American Automobile (Overseas Edition) and El Automóvil Americano.  
†Estimated.

### Per Cent of Car Production by Types

	(U. S. and Canada)				
	1928	1929	1930	1931	1932
Roadsters	5.5	6.7	6.9	5.45	2.83
Touring cars	5.7	3.7	2.7	1.63	.39
Coupes	19.4	20.7	24.1	24.76	22.87
Other closed cars	66.3	67.1	65.3	67.43	73.42
Chassis	3.1	1.8	1.0	.73	.49

### Tire Production by Types

	1930	1931	1932
Balloon casings	42,300,000	41,800,000	35,200,000
High-pressure casings	8,625,000	6,925,000	4,915,000
Total casings	50,925,000	48,725,000	40,115,000
Balloon inner tubes	41,300,000	39,200,000	31,200,000
High-pressure inner tubes	11,060,000	9,150,000	5,640,000
Total inner tubes	52,360,000	48,350,000	36,840,000
Solids and cushions	255,000	170,000	121,000

### Total Value of Production of Motor Vehicle Industry\*

1923	\$3,163,327,874
1925	3,198,122,633
1927	2,848,442,843
1929	3,722,793,274
1931	†1,580,000,000

\* Census of manufacturers.  
† Figures for 1931 represent production; 1929 figures refer to factory sales.

### Raw Materials Used in Automobile Industry, 1932

	Production of Finished Rolled Steel, Tons*	Amount Used in Automobile Industry, Tons*	Per Cent Used in Automobile Industry, Per Cent
Carbon steel...	9,600,000	1,600,000	16.7
Strips ....	74,000	40,000	53.1
Sheets ....	1,770,000	600,000	33.9
Bars ....	1,200,000	550,000	45.8
Alloy steel....	550,000	420,000	76.4
Strips ....	1,000	500	50.0
Sheets ....	5,000	100	2.0
Bars ....	450,000	350,000	77.8
Rubber (long tons)			
Total consumption of crude rubber.....			293,437
Consumption by automobile industry.....			243,128
Per cent used by automobile industry.....			82.9
Plate glass (square feet)			
Total production of plate glass.....			55,000,000
Consumption by automobile industry.....			29,200,000
Per cent used by automobile industry.....			53.0
Lead (tons)			
Total consumption (new lead and scrap metal) .....			405,000
Consumption by automobile industry.....			142,000
Per cent used by automobile industry.....			35.1
Aluminum (tons)†			
Total consumption of aluminum.....			40,000
Consumption by automobile industry.....			12,000
Per cent used by automobile industry.....			30.0
Tin (tons)†			
Total consumption of tin.....			40,000
Consumption by automobile industry.....			5,000
Per cent used by automobile industry.....			12.5
Copper (tons)			
Total consumption of copper.....			360,000
Consumption by automobile industry.....			40,000
Per cent used in automobile industry.....			11.1
Zinc (tons)			
Total production of slab zinc.....			218,384
Consumption by automobile industry.....			15,000
Per cent used by automobile industry.....			6.9
Lumber—Hardwood (board feet)			
Total cut.....			1,750,000,000
Consumption by automobile industry.....			222,910,000
Per cent used by automobile industry.....			12.7
Lumber—Softwood (board feet)			
Total cut.....			9,250,000,000
Consumption by automobile industry.....			32,383,000
Per cent used by automobile industry.....			3.5

\*Data from IRON AGE.

†American Bureau of Metal Statistics.

### Percentage of Passenger Car Production

(By Retail Price Classes)

(United States and Canada)				
Under \$1,000	\$1,000 to \$2,000	\$2,001 to \$3,000	\$3,001 and Over	
Under \$1,000	\$1,000 to \$2,000	\$2,001 to \$3,000	\$3,001 and Over	
1921	69.0	23.3	5.4	2.3
1922	74.0	21.8	2.5	1.7
1923	81.6	16.4	1.2	0.8
1924	73.8	21.4	3.5	1.3
1925	69.4	25.9	3.7	1.0
1926	70.5	24.7	4.0	0.8
1927	64.8	29.6	4.6	1.0
1928	72.8	22.9	3.4	0.9
1929	81.5	15.3	2.7	0.5
1930	83.7	13.0	2.5	0.8
1931	85.5	11.9	2.0	0.6
1932	88.9	9.4	1.0	0.7

### Passenger Car Production by Retail Price Classes

(U. S. and Canada)

### With Number of Open and Closed Body Types

Year	Under \$1,000			\$1,000 to \$2,000			\$2,000 to \$3,000			\$3,000 and Over			Total		
	Total	Open	Closed	Total	Open	Closed	Total	Open	Closed	Total	Open	Closed	Total	Open	Closed
1921	1,047,462	822,843	224,619	353,708	288,372	65,336	81,976	51,809	30,167	34,915	19,552	15,363	1,518,061	1,182,576	335,485
1922	1,753,126	1,322,357	430,769	516,461	312,165	204,296	59,228	11,709	47,519	40,274	8,678	31,596	2,369,089	1,654,909	714,180
1923	3,063,181	2,071,339	991,842	615,647	395,545	220,102	45,086	7,838	37,248	30,031	2,913	27,118	3,753,945	2,477,835	1,276,310
1924	2,435,303	1,545,197	890,106	707,233	318,387	388,846	117,517	14,293	103,224	43,593	5,403	38,190	3,303,646	1,883,280	1,420,366
1925	2,680,228	1,491,766	1,188,462	1,008,224	174,438	833,786	143,599	12,008	131,591	38,693	5,894	32,799	3,870,744	1,684,106	2,186,638
1926	2,783,076	978,760	1,804,316	977,183	109,843	867,340	156,814	12,423	144,391	31,770	4,479	27,291	3,948,843	1,105,505	2,843,338
1927	1,997,203	375,738	1,621,465	913,565	77,073	836,492	140,963	10,075	130,888	31,629	3,852	28,277	3,083,360	466,238	2,617,122
1928	2,920,928	385,381	2,535,547	918,569	62,198	856,371	137,391	10,037	127,354	35,270	2,512	32,758	4,012,158	460,128	3,552,030
1929	3,902,530	477,302	3,425,228	735,175	22,055	713,120	130,870	9,815	131,055	26,323	1,237	25,086	4,794,898	510,409	4,284,489
1930	2,435,809	257,338	2,178,470	382,921	19,912	363,009	66,542	3,513	63,029	24,916	1,966	22,950	2,910,187	282,729	2,627,458
1931	1,742,223	93,837	1,648,386	243,641	7,407	236,234	39,960	1,195	38,765	12,359	1,229	11,130	2,038,183	103,668	1,934,515
1932	1,055,206	40,591	1,014,615	111,143	1,997	109,146	11,677	477	11,200	8,233	397	7,836	1,186,259	43,462	1,142,797

## U. S. Airplane Production\*

	Units	Military Value	Unit Value	Units	Commercial Value	Unit Value
1925	447	\$5,174,025	\$11,575	268	\$1,499,634	\$5,595
1926	532	6,154,708	11,569	604	2,716,319	4,497
1927	621	7,528,383	12,123	1,565	6,976,616	4,457
1928	1,219	19,066,379	15,641	3,542	17,194,298	4,854
1929	677	10,832,544	16,221	5,357	33,624,756	6,276
1930	747	10,723,720	14,355	1,937	10,746,042	5,547
1931	812	12,971,625	15,974	1,582	6,655,738	4,207
1932	593	10,389,316	17,520	549	2,337,899	4,258

\* Aeronautical Chamber of Commerce of America, Inc., The Aircraft Yearbook for 1933.

## U. S. Airplane Engine Production\*

	Units	Military Value	Unit Value	Units	Commercial Value	Unit Value
1926	842	\$4,080,571	\$4,846	...	...	...
1927	1,397	6,550,533	4,689	...	...	...
1928	2,620	12,407,920	4,735	632	\$979,600	\$1,550
1929	1,861	8,600,530	4,621	5,517	17,895,300	3,243
1930	1,841	10,823,423	5,879	1,925	6,255,493	3,249
1931	1,800	10,417,718	5,788	1,976	4,192,600	2,122
1932	1,085	6,370,678	5,871	815	2,898,371	3,556

\* Aeronautical Chamber of Commerce of America, Inc., The Aircraft Yearbook for 1933.

## United States Production and Sales of Airplanes by Types, 1932\*

TYPE	PRODUCTION				SALES			
	Total	Per Cent of Total	Net Sales Value	Per Cent of Total	Total	Per Cent of Total	Net Sales Value	Per Cent of Total
<b>Open Cockpit Biplane</b>								
1 place .....	7	1.28	\$65,735	2.81	10	1.34	\$86,235	3.06
2 places .....	74	13.48	231,707	9.93	141	18.84	334,047	11.90
3 places .....	86	15.68	308,487	13.19	125	16.70	321,971	11.47
Over 3 places .....	8	1.46	22,285	0.95	6	0.80	16,024	0.57
<b>Total</b> .....	175	31.90	\$628,214	26.88	282	37.68	\$758,277	27.00
<b>Cabin—Single-Engined Biplane</b> .....	52	9.48	243,270	10.41	50	6.68	232,954	8.38
<b>Cabin—Multi-Engined Biplane</b> .....	...	...	...	...	2	0.27	82,500	2.93
<b>Total Biplanes</b> .....	227	41.38	\$871,484	37.29	334	44.63	\$1,073,731	38.31
<b>Open Cockpit Monoplanes</b>								
1 place .....	16	2.91	\$15,003	0.64	11	1.47	\$11,152	0.40
2 places .....	110	20.00	163,024	6.97	120	16.09	154,342	5.48
3 places .....	...	...	...	...	...	...	...	...
Over 3 places .....	...	...	...	...	...	...	...	...
<b>Total</b> .....	126	22.91	\$178,027	7.61	131	17.56	\$165,494	5.88
<b>Cabin—Single-Engined Monoplane</b>								
1 place .....	...	...	...	...	...	...	...	...
2 places .....	50	9.11	\$107,000	4.57	46	6.15	\$92,548	3.28
3 places .....	3	0.55	6,490	0.28	46	6.15	49,720	1.76
4 places .....	48	8.75	136,510	5.84	66	8.81	144,510	5.14
5 places .....	...	...	...	...	2	0.27	4,200	0.15
6 places .....	11	2.00	144,160	6.18	25	3.35	178,565	6.36
7 places .....	3	0.55	9,000	0.38	4	0.53	24,000	0.86
8 places and up .....	20	3.65	360,159	15.41	23	3.08	395,862	14.08
<b>Total</b> .....	135	24.61	\$763,319	32.66	212	28.34	\$889,405	31.63
<b>Cabin—Multi-Engined Biplane</b> .....	8	1.46	178,152	7.62	8	1.06	167,749	5.97
<b>Total Monoplanes</b> .....	269	48.98	\$1,119,498	47.89	351	46.96	\$1,222,648	43.48
<b>Seaplanes</b> .....	2	0.36	19,100	0.82	2	0.27	19,100	0.68
<b>Amphibians</b> .....	12	2.18	97,307	4.16	27	3.60	292,456	10.41
<b>Autogiros</b> .....	39	7.10	230,510	9.84	34	4.54	199,840	7.12
<b>Total</b> .....	53	9.64	\$346,917	14.82	63	8.41	\$511,396	18.21
<b>Total—Commercial</b> .....	549	100.00	\$2,337,899	100.00	748	100.00	\$2,807,775	100.00
<b>Total Military</b> .....	593	...	10,389,316	...	618	...	10,791,343	...
<b>Grand Total</b> .....	1,142	...	\$12,727,215	...	1,366	...	\$13,599,118	...

\*Aeronautical Chamber of Commerce of America, Inc., The Aircraft Yearbook for 1933.

# AUTOMOTIVE

## MARKETING DATA

### New-Car Domestic Sales by Makes

Make	NEW CAR SALES (Approx.)				PER CENT OF TOTAL				RANK			
	1929	1930	1931	1932	1929	1930	1931	1932	1929	1930	1931	1932
Auburn .....	19,300	13,870	31,130	11,980	.49	.50	1.62	1.09	..	..	..	..
Auburn .....	18,500	11,460	29,710	11,645	.47	.43	1.55	1.06	23	23	13	16
Cord .....	800	1,910	1,420	335	.02	.07	.07	.03	31	30	30	30
Austin .....	4,430	2,960	*	..	.17	.15	..	..	28	29	..	..
Chrysler Motors .....	356,900	228,390	229,830	191,125	8.87	8.53	11.98	17.46	..	..	..	..
Chrysler .....	87,500	61,940	52,970	26,010	2.18	2.32	2.76	2.39	12	8	7	8
DeSoto .....	61,700	35,870	28,600	25,305	1.54	1.34	1.49	2.31	16	13	14	9
Dodge .....	119,800	65,190	53,410	28,055	2.96	2.43	2.79	2.56	7	6	6	7
Plymouth .....	87,900	65,390	94,850	111,755	2.19	2.44	4.94	10.20	11	5	3	3
DeVaux .....	..	..	4,840	1,355	..	..	.25	.12	..	..	25	28
Durant .....	49,400	21,800	7,270	1,135	1.23	.82	.38	.10	17	18	21	29
Ford Motor Co. ....	1,362,400	1,077,460	535,240	262,015	33.92	40.34	27.88	23.88	..	..	..	..
Ford .....	1,356,000	1,073,030	531,750	258,840	33.76	40.17	27.70	23.64	1	1	2	2
Lincoln .....	6,400	4,430	3,490	3,175	.16	.17	.18	.24	29	27	28	24
Franklin .....	11,100	7,610	3,900	1,830	.29	.28	.20	.17	26	25	27	26
General Motors ....	1,315,700	920,810	830,390	454,550	32.79	34.48	43.28	41.54	..	..	..	..
Buick .....	178,300	124,740	91,420	49,700	4.45	4.67	4.76	4.54	5	3	4	4
Cadillac .....	15,500	12,280	11,200	6,270	.38	.46	.58	.57	25	21	19	20
LaSalle .....	21,000	11,450	6,920	3,850	.52	.43	.36	.35	22	24	22	22
Chevrolet .....	807,300	629,400	586,930	322,690	20.12	23.56	30.60	29.50	2	2	1	1
Pontiac .....	196,800	81,570	86,650	24,120	4.89	3.43	4.52	2.20	4	4	5	11
Oldsmobile .....	96,800	51,370	47,270	47,920	2.43	1.93	2.46	4.38	9	12	8	5
Graham .....	62,600	30,650	19,820	12,855	1.57	1.15	1.01	1.17	15	15	15	15
Hudson Motors ....	262,900	95,390	62,100	37,420	6.52	3.57	3.23	3.42	..	..	..	..
Essex .....	198,000	64,410	42,800	28,780	4.91	2.41	2.23	2.63	3	7	11	6
Hudson .....	64,900	30,980	19,300	8,640	1.61	1.16	1.00	.79	14	14	16	19
Hupmobile .....	45,900	24,720	17,530	10,790	1.14	.93	.91	.98	19	17	17	18
Marmon .....	22,300	12,580	5,720	1,365	.58	.47	.29	.12	21	20	24	27
Nash .....	108,800	51,950	39,600	20,230	2.72	1.95	2.06	1.85	8	11	12	13
Packard .....	46,200	28,800	16,350	11,055	1.15	1.08	.85	1.00	18	16	18	17
Peerless .....	8,600	4,090	1,260	*	.21	.15	.07	..	28	29	31	..
Reo .....	17,900	11,640	6,800	3,870	.44	.44	.35	.35	24	22	23	21
Studebaker Corp. ....	94,400	64,400	51,360	44,640	2.35	2.41	2.68	4.05	10	..	..	..
Pierce-Arrow .....	8,700	6,910	4,550	2,690	.21	.26	.24	.25	27	26	26	25
Rockne .....	..	..	..	16,955	..	..	..	1.54	..	..	..	14
Studebaker .....	85,700	57,490	46,810	24,995	2.14	2.15	2.44	2.26	13	9	9	10
Stutz .....	3,100	830	420	*	.07	.03	.02	..	30	31	32	..
Willys-Overland ....	206,700	66,890	51,650	25,895	5.14	2.52	2.69	2.36	..	..	..	..
Willys-Whippet ...	168,000	52,570	43,190	22,480	4.18	1.98	2.25	2.05	6	10	10	12
Willys-Knight ....	38,700	14,320	8,460	3,415	.96	.54	.44	.31	20	19	20	23
All Others .....	21,100	4,780	1,890	3,735	.52	.18	.10	.34	..	..	..	..
Total .....	4,015,300	2,670,590	1,919,560	1,095,845	100.00	100.00	100.00	100.00	..	..	..	..
Total (except Ford and General Motors) ...	1,343,600	1,993,840	557,420	382,455	33.45	25.35	29.02	34.82	..	..	..	..

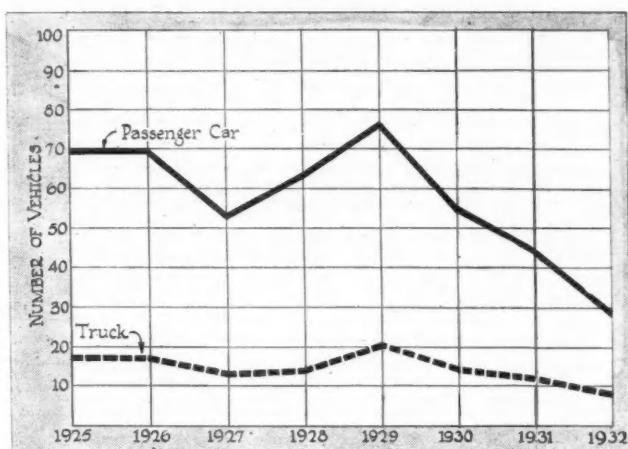
\* Included with All Others.

# Sales Outlets and Passenger Car Sales by States

State	New Passenger Car Sales	Wholesale Outlets		Retail Outlets					All Retail Outlets (Duplications Eliminated)*	Truck Fleet Owners (Five or more Vehicles)*	Motor Vehicles per Car and Truck Dealer	Passenger Car Sales per Pass. Car Dealer
		Number of Wholesalers*	Motor Vehicles per Wholesaler	Total Passenger Car Dealers*	Total Truck Dealers*	Exclusive Truck Dealers*	Car and Truck Dealers*	Independent Repair Shops*				
Alabama	8,375	57	3,990	320	248	9	329	585	952	188	690	26
Arizona	2,529	26	3,651	146	87	4	150	229	389	101	634	17
Arkansas	7,094	38	4,440	340	281	10	350	592	932	163	482	21
California	70,721	456	4,380	1,690	1,160	97	1,787	5,396	7,851	2,263	1,120	42
Colorado	10,252	62	4,600	425	257	9	434	698	1,138	258	659	24
Connecticut	17,578	94	3,790	524	269	20	544	700	1,329	646	655	34
Delaware	3,182	11	4,820	66	36	4	70	68	153	84	756	48
Dist. of Col.	13,257	25	7,034	61	32	6	67	102	217	196	2,630	217
Florida	13,936	98	2,955	413	243	7	420	787	1,239	348	680	34
Georgia	14,153	66	4,350	483	372	13	496	719	1,244	275	579	29
Idaho	2,109	27	3,760	241	147	15	256	241	490	48	397	9
Illinois	62,164	309	4,830	2,321	1,207	83	2,404	3,515	6,112	2,252	623	27
Indiana	29,202	159	5,000	1,204	615	50	1,254	2,029	3,209	721	633	18
Iowa	18,971	129	5,300	1,441	979	35	1,476	1,717	3,286	369	464	13
Kansas	14,789	107	4,770	1,087	762	46	1,133	1,336	2,535	313	450	14
Kentucky	14,092	63	4,700	589	407	17	606	799	1,456	233	488	24
Louisiana	10,627	58	4,185	315	237	9	324	493	847	265	750	34
Maine	7,908	39	4,360	374	193	10	384	504	896	138	443	21
Maryland	18,097	58	5,530	408	218	22	430	460	964	500	747	44
Massachusetts	50,804	213	3,765	1,039	453	27	1,066	1,350	2,768	1,304	754	49
Michigan	60,186	186	6,100	1,649	1,042	39	1,688	2,573	4,353	1,318	673	36
Minnesota	24,626	92	7,430	1,458	1,056	26	1,484	1,795	3,367	389	460	17
Mississippi	5,892	37	4,460	340	282	7	347	389	784	78	476	17
Missouri	39,018	159	4,550	1,110	695	33	1,143	1,957	3,213	609	632	35
Montana	4,099	37	2,950	340	233	13	353	430	798	88	309	12
Nebraska	11,260	70	5,380	963	696	25	988	830	1,870	236	380	12
Nevada	1,326	5	6,400	104	73	1	105	74	191	37	305	13
New Hampshire	5,467	27	3,930	237	129	9	246	313	554	83	432	23
New Jersey	48,339	171	5,075	1,074	561	66	1,140	2,034	3,497	1,401	761	45
New Mexico	2,334	11	3,290	125	90	3	128	187	319	31	600	19
New York	148,322	588	3,870	2,909	1,604	134	3,043	5,512	9,066	3,630	749	51
North Carolina	15,280	73	5,340	510	393	19	529	930	1,452	271	738	30
North Dakota	3,959	19	8,100	567	436	26	593	503	1,119	33	260	7
Ohio	64,961	355	4,510	2,223	1,288	83	2,306	3,299	6,020	1,620	696	29
Oklahoma	17,027	85	5,110	658	493	20	678	950	1,719	285	640	26
Oregon	6,491	84	3,120	401	257	9	410	1,001	1,487	242	639	16
Pennsylvania	95,340	393	4,240	3,068	1,564	131	3,199	3,476	7,079	2,423	521	31
Rhode Island	7,958	37	3,630	177	90	7	184	310	541	223	730	45
South Carolina	6,811	39	4,600	259	199	5	264	455	732	145	680	26
South Dakota	4,001	24	6,720	426	311	27	453	588	1,066	39	356	9
Tennessee	11,696	68	4,370	367	290	11	378	766	1,133	279	785	32
Texas	44,594	234	5,125	1,496	1,134	39	1,535	3,252	4,624	741	783	30
Utah	2,729	31	3,220	171	104	4	175	277	475	128	571	16
Vermont	4,062	20	3,880	187	130	6	193	328	540	36	402	22
Virginia	20,813	68	5,520	667	476	30	697	1,085	1,824	292	538	31
Washington	11,471	131	2,450	611	381	27	638	1,636	2,376	437	708	19
West Virginia	10,166	67	3,360	509	334	24	533	677	1,265	260	422	20
Wisconsin	25,410	122	5,740	1,732	1,087	44	1,776	1,437	3,289	464	394	15
Wyoming	2,367	9	6,290	178	115	6	184	163	353	35	308	13
U. S. Total	1,095,845	5,337	4,570	38,003	23,746	1,367	39,370	59,547	103,113	26,518	620	29

\* Chilton Trade List

## New Motor Vehicle Sales Per Dealer



	Passenger Cars		Trucks	
	Units per Dealer	Average Volume per Dealer	Units per Dealer	Average Volume per Dealer
1924	37	\$30,488	13	\$13,000
1925	69	60,375	17	19,091
1926	69	63,825	17	19,074
1927	53	51,993	12	14,016
1928	63	56,637	14	14,574
1929	75	62,250	20	19,220
1930	55	43,340	14	12,656
1931	45	34,425	12	10,056
1932	29	20,880	8	6,208

## New and Used Car Financing Data

Statistics on automobile financing, based on data reported to the Bureau of the Census by 313 automobile financing organizations, are presented in the table below. The figures include complete revisions to date.

YEAR	Wholesale Financing Volume in Dollars	RETAIL FINANCING										
		TOTAL			NEW CARS			USED CARS			UNCLASSIFIED	
		Number of Cars	Volume and Average	Per Car	Number of Cars	Volume and Average	Per Car	Number of Cars	Volume and Average	Per Car	Number of Cars	Volume and Average
1930	\$660,978,901	2,933,973	\$1,201,341,267	\$409	1,287,796	\$730,417,562	\$567	1,558,932	\$435,989,399	\$280	87,245	\$34,934,306
1931	554,440,655	2,448,245	950,301,958	388	1,006,375	558,158,290	554	1,370,655	366,774,065	268	70,715	25,369,573
1932	330,267,440	1,521,920	535,594,706	352	537,955	293,780,083	546	938,287	226,574,726	241	45,678	15,239,897

\* Of the 365 establishments reporting in 1930 and 1931, 52 have discontinued business.

## Scheduled Transport Operations of American Air Lines\*

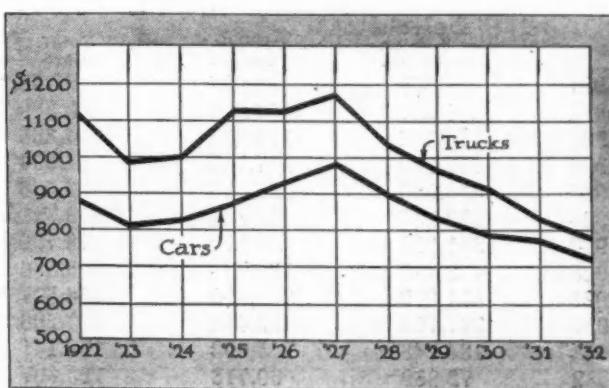
	1927	1928	1929	1930	1931	1932
Planes	144	294	619	637	753	655
Passengers	12,594	52,934	165,263	385,910	457,753	504,575
Air mail	1,101,404	3,000,518	7,096,930	18,513,675	19,351,195	7,658,332
Express	12,495	35,876	197,538	286,798	885,164	1,324,428
Scheduled miles flown	3,922,304	10,472,024	20,242,891	28,833,967	43,395,478	48,344,358
Employees	840	1,740	4,430	6,350	7,000	6,500
Number of operators	24	32	27	35	42	33

\* Aircraft Year Books, Aeronautical Chamber of Commerce of America, Inc.

† Includes lines to South America.

## Average Retail Price of Passenger Cars and Trucks

	Passenger Cars	Trucks
1921	\$958	\$1,385
1922	878	1,112
1923	808	991
1924	824	1,000
1925	875	1,123
1926	925	1,122
1927	981	1,168
1928	899	1,041
1929	830	961
1930	788	904
1931	765	838
1932	720	776



# EXPORTS—

## Aircraft Exports\*

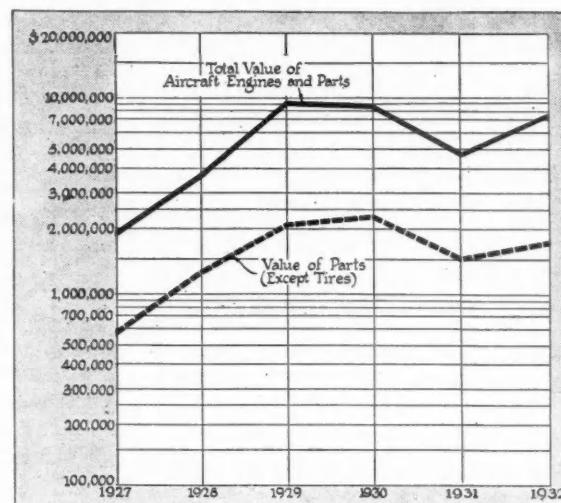
	1930	1931	1932
Number of engines	376	318	2,179
Number of aircraft	321	140	280
Value of aircraft, engines and parts	\$8,806,205	\$4,809,440	\$7,557,197
Value of parts (ex- cept engines and tires) .....	\$2,351,651	\$1,521,828	\$1,756,421

\* Aeronautics Branch, Department of Commerce.

## Total Foreign Consumption of Motor Vehicles of U. S. Design

	U. S. Exports Inc. For Assem.	Canadian Production	Total Foreign Consumption
1914 .....	25,765	20,000	45,765
1915 .....	63,958	30,000	93,958
1916 .....	80,843	52,000	132,843
1917 .....	80,235	93,810	174,045
1918 .....	47,244	82,408	129,652
1919 .....	82,730	87,835	170,565
1920 .....	177,111	94,144	271,255
1921 .....	63,619	66,246	129,865
1922 .....	130,899	102,053	232,952
1923 .....	235,183	146,438	381,621
1924 .....	293,149	135,246	428,395
1925 .....	428,687	161,970	590,657
1926 .....	393,444	204,727	598,171
1927 .....	469,468	179,054	648,522
1928 .....	582,764	242,382	825,146
1929 .....	734,211	263,295	997,506
1930 .....	405,715	154,192	559,907
1932 .....	120,239	60,816	181,055

## Export Value of Aircraft Engines and Parts



## Imports of Motor Vehicles Into United States

	No.	Value
1918 .....	105	\$75,136
1919 .....	117	123,025
1920 .....	926	1,026,518
1921 .....	522	876,163
1922 .....	483	802,285
1923 .....	853	884,125
1924 .....	604	841,524
1925 .....	678	1,079,560
1926 .....	813	1,352,984
1927 .....	635	1,218,938
1928 .....	566	1,201,323
1929 .....	750	1,190,140
1930 .....	709	875,146
1931 .....	736	769,083
1932 .....	540	251,206

## Ratio of U. S. Foreign Sales to American Production

	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932
Passenger cars .....	8.1	10.1	11.6	11.4	15.5	15.3	13.7	12.8	9.8	10.3
Trucks .....	18.1	21.5	24.9	25.8	34.1	35.5	40.9	31.0	28.8	23.2
Total .....	9.1	11.4	13.3	13.2	18.1	17.9	17.7	15.9	13.1	12.5

## Foreign Sales of American Motor Vehicles

U. S. Exports Inc. Foreign Assemblies	Passenger Cars			Trucks			Total Motor Vehicles
	Canadian Output	Total Cars	U. S. Export Inc. Foreign Assemblies	Canadian Output	Total Trucks		
1921	51,050	112,148	12,569	5,148	17,717	129,865	
1922	108,426	203,330	22,473	7,149	29,622	232,952	
1923	175,158	304,386	60,025	17,210	77,235	381,621	
1924	217,169	334,934	75,980	17,481	93,461	428,395	
1925	316,093	451,666	112,594	26,397	138,991	590,657	
1926	289,135	453,991	104,309	39,871	144,180	598,171	
1927	331,959	478,786	137,509	32,227	169,736	648,522	
1928	418,845	615,586	163,919	45,641	209,560	825,146	
1929	451,079	658,577	283,132	55,797	338,929	997,506	
1930	247,764	373,206	157,951	28,750	186,701	559,907	
1931	134,048	199,141	107,509	17,528	125,087	324,178	
1932	72,889	123,607	47,350	10,098	57,448	181,055	

## AMERICAN PASSENGER CAR EXPORTS\*

COUNTRIES	Not over \$850		Over \$850, not Over \$1200		Over \$1200, not over \$2000		Over \$2000		Total 1932 Passenger Cars		Total 1931 Passenger Cars	
	No.	Dollars	No.	Dollars	No.	Dollars	No.	Dollars	No.	Dollars	No.	Dollars
Europe.....	14,068	\$6,846,866	1,349	\$1,307,258	516	\$668,590	373	\$966,810	16,306	\$9,789,524	33,369	\$20,735,590
North America.....	3,306	1,686,698	518	467,179	172	238,774	81	248,038	4,077	2,642,689	11,103	7,968,770
South America.....	3,621	1,579,821	161	155,917	60	85,591	45	122,637	3,887	1,943,966	8,926	5,051,414
Asia.....	7,157	3,587,421	885	850,249	392	518,114	75	176,676	8,509	5,132,460	15,567	8,884,736
Oceania.....	2,687	757,326	38	33,755	14	17,804	2	6,475	2,741	815,360	1,340	439,993
Africa.....	4,695	2,518,583	348	328,618	84	109,508	10	23,824	5,137	2,980,533	10,125	6,072,909
<b>TOTAL.....</b>	<b>35,534</b>	<b>16,976,715</b>	<b>3,299</b>	<b>3,142,976</b>	<b>1,238</b>	<b>1,638,381</b>	<b>586</b>	<b>1,544,460</b>	<b>40,657</b>	<b>23,304,532</b>	<b>80,430</b>	<b>49,153,412</b>
Hawaii.....	2,397	1,387,905	157	152,566	28	37,854	13	31,722	2,595	1,610,047	4,534	2,872,529
Porto Rico.....	905	440,221	91	90,380	25	35,487	9	21,380	1,030	587,468	1,473	825,374
Alaska.....									190	130,871	254	196,358
<b>GRAND TOTAL...</b>	<b>38,836</b>	<b>\$18,806,841</b>	<b>3,547</b>	<b>\$3,385,922</b>	<b>1,291</b>	<b>\$1,711,722</b>	<b>608</b>	<b>\$1,597,562</b>	<b>44,472</b>	<b>\$25,632,918</b>	<b>86,691</b>	<b>\$53,047,673</b>

## AMERICAN TRUCK EXPORTS\*

COUNTRIES	Under 1 Ton		1 Ton and not over 1½ Tons		Over 1½ Tons and not over 2½ Tons		Over 2½ Tons		Bus Chassis		Total 1932 Trucks and Buses		Total 1931 Trucks and Buses		
	No.	Dollars	No.	Dollars	No.	Dollars	No.	Dollars	No.	Dollars	No.	Dollars	No.	Dollars	
Europe.....	1,024	\$235,624	6,093	\$2,093,951	1,045	\$740,080	223	\$332,741	5	\$13,706	8,390	\$3,416,102	24,151	\$11,942,349	
North America.....	95	44,548	1,364	724,055	239	233,983	77	137,748	12	47,710	1,787	1,188,044	4,041	3,548,488	
South America.....	148	54,541	3,109	1,392,778	106	123,826	34	89,439	3,397	1,660,584	3,801	2,032,566			
Asia.....	565	155,732	7,667	3,065,861	517	511,145	370	682,220	1	3,880	9,120	4,448,838	12,165	5,589,069	
Oceania.....	48	10,895	458	178,939	27	16,349	31	21,469	564	227,652	320	178,366			
Africa.....	346	102,775	1,056	440,940	152	117,774	23	38,108	1,577	699,657	3,449	1,687,036			
<b>TOTAL.....</b>	<b>2,226</b>	<b>604,115</b>	<b>19,747</b>	<b>7,926,524</b>	<b>2,086</b>	<b>1,743,157</b>	<b>758</b>	<b>\$1,301,785</b>	<b>18</b>	<b>\$65,296</b>	<b>24,835</b>	<b>\$11,640,877</b>	<b>47,927</b>	<b>\$24,977,874</b>	
Hawaii.....	147	57,498	198	127,168	20	26,665	21	76,545	1	660	387	288,536	929	860,586	
Porto Rico.....	16	6,205	240	144,378	25	20,643	28	41,186	1	856	310	213,268	559	372,515	
Alaska.....										77	68,160	112	91,055		
<b>GRAND TOTAL.....</b>	<b>2,389</b>	<b>\$667,818</b>	<b>20,185</b>	<b>\$8,198,070</b>	<b>2,131</b>	<b>\$1,790,465</b>	<b>807</b>	<b>\$1,419,516</b>	<b>20</b>	<b>\$66,812</b>	<b>25,609</b>	<b>\$12,210,841</b>	<b>49,527</b>	<b>\$26,302,030</b>	

## U. S. Exports of Parts and Accessories—1932\*

COUNTRIES	Auto Parts for Assembly	Auto Accessories N. E. S.	Auto Parts for Replacement N. E. S.	Auto and Truck Springs	Spark Plugs	Starting, Lighting and Ignition Equip.	Storage Batteries 6 Volt	Auto Tire Service Equip.	Other Auto Service Equip.	Asbestos Brake Lining		Portable Electric Tools	Automotive Wrenches
										Molded and Semi-Molded	Not Molded		
	Value	Value	Value	Value	Value	Value	Number	Value	Value	Value	Value	Value	Value
Europe.....	\$8,495,194	\$226,121	\$4,652,598	\$34,571	\$1,005,203	\$245,111	10,391	\$58,921	\$36,853	\$465,877	\$122,686	\$61,708	\$200,775
North America.....	9,535,341	944,717	2,855,929	57,346	112,231	173,502	21,301	112,832	36,993	276,949	96,804	86,383	59,045
South America.....	1,162,060	109,402	1,527,881	24,750	88,942	36,851	52,510	258,171	11,270	113,155	114,099	60,590	12,813
Asia.....	1,799,614	102,466	2,337,018	94,059	71,980	117,663	55,968	272,107	7,630	73,758	31,702	45,217	32,326
Oceania.....	22,163	26,074	606,589	7,535	1,685	25,044	437	2,392	6,551	17,726	17,206	37,003	11,174
Africa.....	33,393	58,155	963,364	43,827	31,191	18,939	22,012	112,685	6,000	36,049	14,046	8,319	6,419
<b>TOTAL.....</b>	<b>\$21,047,765</b>	<b>\$1,466,935</b>	<b>\$12,943,379</b>	<b>\$262,088</b>	<b>\$1,311,232</b>	<b>\$617,110</b>	<b>162,619</b>	<b>\$817,108</b>	<b>\$105,297</b>	<b>\$983,514</b>	<b>\$396,543</b>	<b>\$299,220</b>	<b>\$322,552</b>
Hawaii.....	13,554	56,077	402,081	20,105	19,544	13,593	23,258	107,999	1,389	28,618	11,374	26,899	6,383
Porto Rico.....	3,524	18,882	151,876	22,732	4,216	5,846	3,323	20,717	634	6,043	5,917	7,022	2,679
<b>Grand Total.....</b>	<b>\$21,064,843</b>	<b>\$1,541,834</b>	<b>\$13,497,336</b>	<b>\$304,095</b>	<b>\$1,334,002</b>	<b>\$636,540</b>	<b>180,200</b>	<b>\$845,824</b>	<b>\$107,390</b>	<b>\$1,018,175</b>	<b>\$419,024</b>	<b>\$292,141</b>	<b>\$321,614</b>
													<b>\$104,337</b>

\* Department of Commerce, Automotive Division.

# SPECIFI

## AMERICAN PASSENGER

MAKE AND MODEL	Wheelbase (In.)	Tire Size (In.)	Make and Model	Type No. of Cylinders, Bore and Stroke	Taxable H. P.	Piston Displacement	Wt. per Cu. in. 5p. 4-door sedan	H. P. per Cubic Inch	Maximum Brake H. P. at Specified R.P.M.	Engine Revolutions per Mile	Wt. per H. P. 5p. 4-door Sedan	Compression Ratio — to 1	VALVES			Crankshaft					
													Arrangement	Inlet (In.)	Exhaust (In.)						
Auburn.... 8-101, 8-105	127.	6.00/17 <sup>o</sup>	Lyc...	8-3 $\frac{1}{2}$ x4 $\frac{1}{2}$	28.8	268.6	.36	100-3400	3670	...	5.26	L...	1 $\frac{1}{2}$	30	1 $\frac{1}{2}$	45	W-ch...	2- $\frac{1}{2}$	2- $\frac{1}{2}$	$\frac{1}{2}$ R. Als.	
Auburn.... 12-161, 12-165	133.	6.00/17 <sup>o</sup>	Lyc... BB	12-3 $\frac{1}{2}$ x4 $\frac{1}{2}$	46.8	391.1	.41	160-3400	3270	...	5.75	H...	1 $\frac{1}{2}$	30	1 $\frac{1}{2}$	30	LB-ch...	2- $\frac{1}{2}$	2- $\frac{1}{2}$	$\frac{1}{2}$ F. Als.	
Austin....	75.	3.75/18	Own...	4-2.2x3	7.8	45.6	24.8	28	12-3200	4237	145.0	5.00	L...	1 $\frac{1}{2}$	45	1 $\frac{1}{2}$	45	...	1- $\frac{1}{2}$	2- $\frac{1}{2}$	$\frac{1}{2}$ R. Al.
Buick.... 33-50	119.	6.00/17	Own...	8-3 $\frac{1}{2}$ x4 $\frac{1}{2}$	27.6	230.4	.36	86-3200	3280	...	5.25	I...	1 $\frac{1}{2}$	45	1 $\frac{1}{2}$	45	GE-G...	2- $\frac{1}{2}$	2- $\frac{1}{2}$	$\frac{1}{2}$ R. CI.	
Buick.... 33-60	127.	6.50/17	Own...	8-3 $\frac{1}{2}$ x4 $\frac{1}{2}$	30.0	272.6	.35	97-3200	3180	...	5.25	I...	1 $\frac{1}{2}$	45	1 $\frac{1}{2}$	45	GE-G...	2- $\frac{1}{2}$	2- $\frac{1}{2}$	$\frac{1}{2}$ R. CI.	
Buick.... 33-80, 33-90	130-138.	7.00/17	Own...	8-3 $\frac{1}{2}$ x5	35.1	344.8	.32	113-3200	2800	...	4.80	I...	1 $\frac{1}{2}$	45	1 $\frac{1}{2}$	45	GE-G...	2- $\frac{1}{2}$	2- $\frac{1}{2}$	$\frac{1}{2}$ R. CI.	
Cadillac.... 355-C	134-140.	7.00/17	Own... 355C	8-3 $\frac{1}{2}$ x4 $\frac{1}{2}$	36.4	353.0	13.8	33-15000	3155	42.5	5.38	L...	1 $\frac{1}{2}$	30	1 $\frac{1}{2}$	45	M-ch...	3-	2-	$\frac{1}{2}$ P. MI.	
Cadillac.... 370-C	134-140.	7.50/17	Own... 370C	V12-3 $\frac{1}{2}$ x2	46.9	368.0	.37	135-3400	3120	...	5.60	I...	1 $\frac{1}{2}$	45	1 $\frac{1}{2}$	45	M-ch...	2-	2-	$\frac{1}{2}$ P. MI.	
Cadillac.... 452-C	142-149.	7.50/17	Own... 452C	V16-3x4	57.5	452.0	.37	165-3400	...	...	5.70	I...	1 $\frac{1}{2}$	45	1 $\frac{1}{2}$	45	M-ch...	3-	1- $\frac{1}{2}$	$\frac{1}{2}$ P. MI.	
Chevrolet....	110.	5.25/18	Own...	6-3 $\frac{1}{2}$ x4	26.3	206.8	14.0	.31	65-2800	3070	44.5	5.20	I...	1 $\frac{1}{2}$	45	1 $\frac{1}{2}$	45	O-G...	2- $\frac{1}{2}$	1- $\frac{1}{2}$	1 R. CI.
Chrysler.... Six	5.50/17	Own...	6-3 $\frac{1}{2}$ x4 $\frac{1}{2}$	25.3	224.0	14.0	.37	83-3400	3270	37.8	5.30	L...	1 $\frac{1}{2}$	45	1 $\frac{1}{2}$	45	-ch...	4- $\frac{1}{2}$	1- $\frac{1}{2}$	$\frac{1}{2}$ F. Al.	
Chrysler.... Royal 8	6.00/17	Own...	8-3 $\frac{1}{2}$ x4 $\frac{1}{2}$	33.8	293.8	12.7	.33	90-3400	3100	...	5.20	L...	1 $\frac{1}{2}$	45	1 $\frac{1}{2}$	45	-ch...	4- $\frac{1}{2}$	1- $\frac{1}{2}$	$\frac{1}{2}$ F. Al.	
Chrysler.... Imp. 8	6.50/17	Own...	8-3 $\frac{1}{2}$ x4 $\frac{1}{2}$	33.8	298.6	12.7	.33	100-3400	3000	38.6	5.20	L...	1 $\frac{1}{2}$	45	1 $\frac{1}{2}$	45	-ch...	4- $\frac{1}{2}$	1- $\frac{1}{2}$	$\frac{1}{2}$ F. Al.	
Chrysler.... Imp. Cus. 8	7.50/17	Own...	8-3 $\frac{1}{2}$ x5	39.8	384.8	...	.32	125-3200	...	...	5.20	L...	1 $\frac{1}{2}$	45	1 $\frac{1}{2}$	45	-ch...	4- $\frac{1}{2}$	1- $\frac{1}{2}$	$\frac{1}{2}$ F. Al.	
Continental.... C-400	101 $\frac{1}{2}$	5.25/17	Own...	4-3 $\frac{1}{2}$ x4	18.2	143.1	15.0	.27	39-2800	3338	55.2	5.05	L...	1 $\frac{1}{2}$	30	1 $\frac{1}{2}$	30	LB-ch...	2- $\frac{1}{2}$	1- $\frac{1}{2}$	$\frac{1}{2}$ F. NI.
Continental.... C-600	107.	5.25/17	Own...	6-3 $\frac{1}{2}$	21.6	169.6	14.1	.38	65-3500	3338	36.2	5.20	L...	1 $\frac{1}{2}$	30	1 $\frac{1}{2}$	30	LB-ch...	2- $\frac{1}{2}$	1- $\frac{1}{2}$	$\frac{1}{2}$ F. NI.
Continental.... Big 6	114.	5.50/17	Own...	6-3 $\frac{1}{2}$ x4	27.3	214.7	...	.42	90-3650	3186	...	5.35	L...	1 $\frac{1}{2}$	45	1 $\frac{1}{2}$	45	-ch...	3- $\frac{1}{2}$	1- $\frac{1}{2}$	$\frac{1}{2}$ F. Al.
Card.... L-29	137 $\frac{1}{2}$	7.00/18	Lyc... FD	8-3 $\frac{1}{2}$ x4 $\frac{1}{2}$	33.8	298.6	15.3	.39	115-3300	2997	40.2	5.25	L...	1 $\frac{1}{2}$	30	1 $\frac{1}{2}$	45	LB-ch...	2- $\frac{1}{2}$	2- $\frac{1}{2}$	$\frac{1}{2}$ R. Al.
Cunningham.... V-10	132-142	7.00/19	Own... V10	8-3 $\frac{1}{2}$ x5	48.0	471.0	...	.30	140-2800	...	5.00	L...	1 $\frac{1}{2}$	45	1 $\frac{1}{2}$	45	LB-ch...	3- $\frac{1}{2}$	1- $\frac{1}{2}$	$\frac{1}{2}$ F. CI.	
DeSoto.... Six	114 $\frac{1}{2}$	5.50/17	Own...	6-3 $\frac{1}{2}$ x4 $\frac{1}{2}$	25.3	217.8	...	.36	70-3400	3250	...	5.35	L...	1 $\frac{1}{2}$	45	1 $\frac{1}{2}$	45	-ch...	3- $\frac{1}{2}$	1- $\frac{1}{2}$	$\frac{1}{2}$ F. Al.
Dodge.... Six	111 $\frac{1}{2}$	6.00/16	Own...	6-3 $\frac{1}{2}$ x4 $\frac{1}{2}$	23.4	201.3	13.1	.37	75-3600	35	3.3	5.50	L...	1 $\frac{1}{2}$	45	1 $\frac{1}{2}$	45	-ch...	3- $\frac{1}{2}$	1- $\frac{1}{2}$	$\frac{1}{2}$ F. Al.
Dodge.... Eight	122.	6.50/17	Own...	8-3 $\frac{1}{2}$ x4 $\frac{1}{2}$	33.8	282.1	12.7	.33	92-3400	3100	...	5.20	L...	1 $\frac{1}{2}$	45	1 $\frac{1}{2}$	45	-ch...	3- $\frac{1}{2}$	1- $\frac{1}{2}$	$\frac{1}{2}$ F. Al.
Duesenberg.... J	142-153 $\frac{1}{2}$	7.00/19 <sup>o</sup>	Own...	8-3 $\frac{1}{2}$ x4 $\frac{1}{2}$	45.0	419.7	...	.63	265-4200	520	...	5.20	I...	1 $\frac{1}{2}$	30	1 $\frac{1}{2}$	30	LB-ch...	3- $\frac{1}{2}$	1- $\frac{1}{2}$	$\frac{1}{2}$ F. Al.
du Pont.... G	141.	7.00/20	Own...	8-3 $\frac{1}{2}$ x4 $\frac{1}{2}$	36.4	322.0	14.1	.40	130-3200	...	35.0	5.30	L...	1 $\frac{1}{2}$	30	1 $\frac{1}{2}$	45	LB-ch...	3- $\frac{1}{2}$	1- $\frac{1}{2}$	$\frac{1}{2}$ F. Al.
Essex Terraplane.... 6	106.	5.25/17	Own...	6-2 $\frac{1}{2}$ x4 $\frac{1}{2}$	20.7	193.1	...	.36	70-3200	2800	...	5.80	L...	1 $\frac{1}{2}$	45	1 $\frac{1}{2}$	45	-G...	2- $\frac{1}{2}$	2- $\frac{1}{2}$	$\frac{1}{2}$ F. Al.
Essex Terraplane.... 8	113.	6.00/16	Own...	8-2 $\frac{1}{2}$ x4 $\frac{1}{2}$	24.0	254.0	...	.38	94-3200	3100	...	5.80	L...	1 $\frac{1}{2}$	45	1 $\frac{1}{2}$	45	-G...	2- $\frac{1}{2}$	2- $\frac{1}{2}$	$\frac{1}{2}$ F. Al.
Ford.... 8	106.	5.25/18	Own...	8-3 $\frac{1}{2}$ x3 $\frac{1}{2}$	30.0	220.0	11.3	.29	65-3400	2875	38.4	5.50	L...	1 $\frac{1}{2}$	45	1 $\frac{1}{2}$	45	O-G...	1- $\frac{1}{2}$	1- $\frac{1}{2}$	$\frac{1}{2}$ F. Al.
Ford.... 4	106.	5.25/18	Own...	4-3 $\frac{1}{2}$ x4 $\frac{1}{2}$	24.0	200.5	11.9	.24	50-2800	2875	48.0	4.60	L...	1 $\frac{1}{2}$	45	1 $\frac{1}{2}$	45	O-G...	2- $\frac{1}{2}$	1- $\frac{1}{2}$	$\frac{1}{2}$ F. Al.
Franklin.... Series 16	132.	6.50/19	Own...	6-3 $\frac{1}{2}$ x4 $\frac{1}{2}$	29.4	274.2	16.1	.36	100-3100	2890	44.2	5.10	I...	1 $\frac{1}{2}$	30	1 $\frac{1}{2}$	30	W-ch...	3- $\frac{1}{2}$	1- $\frac{1}{2}$	$\frac{1}{2}$ R. Al.
Franklin.... Series 17	144.	7.50/17	Own...	12-3 $\frac{1}{2}$ x4	50.7	398.2	14.0	.38	150-3100	2800	37.6	5.10	I...	1 $\frac{1}{2}$	30	1 $\frac{1}{2}$	30	LB-ch...	2- $\frac{1}{2}$	2- $\frac{1}{2}$	$\frac{1}{2}$ F. Al.
Franklin.... Series 18	118.	6.00/17	Own...	6-3 $\frac{1}{2}$ x2 $\frac{1}{2}$	29.4	274.2	...	.36	100-3100	2890	37.6	5.10	I...	1 $\frac{1}{2}$	30	1 $\frac{1}{2}$	30	W-ch...	3- $\frac{1}{2}$	1- $\frac{1}{2}$	$\frac{1}{2}$ R. Al.
Graham.... Std. 6	113.	5.50/17	Own...	6-3 $\frac{1}{2}$ x4 $\frac{1}{2}$	25.3	224.0	...	.38	85-3400	3200	...	6.50	L...	1 $\frac{1}{2}$	45	1 $\frac{1}{2}$	45	LB-ch...	2- $\frac{1}{2}$	2- $\frac{1}{2}$	$\frac{1}{2}$ R. Al.
Graham.... Eight	119-123.	6.00/17	Own...	8-3 $\frac{1}{2}$ x4	31.2	245.4	...	.39	95-3400	3070	...	6.50	L...	1 $\frac{1}{2}$	45	1 $\frac{1}{2}$	45	LB-ch...	2- $\frac{1}{2}$	1- $\frac{1}{2}$	$\frac{1}{2}$ R. Al.
Hudson.... Super 6	113.	5.50/17	Own...	6-2 $\frac{1}{2}$ x4 $\frac{1}{2}$	20.7	193.0	...	.38	73-3200	3480	...	6.21	L...	1 $\frac{1}{2}$	45	1 $\frac{1}{2}$	45	-G...	2- $\frac{1}{2}$	2- $\frac{1}{2}$	$\frac{1}{2}$ F. Al.
Hudson.... 8	119.	6.00/17	Own...	8-3 $\frac{1}{2}$ x4 $\frac{1}{2}$	28.8	254.4	...	.40	101-3600	3340	...	5.80	L...	1 $\frac{1}{2}$	45	1 $\frac{1}{2}$	45	M-ch...	2- $\frac{1}{2}$	2- $\frac{1}{2}$	$\frac{1}{2}$ F. Al.
Hupmobile.... 321	121.	6.00/17	Own... B	6-3 $\frac{1}{2}$ x4 $\frac{1}{2}$	27.3	228.1	...	.39	90-3800	3400	...	5.00	L...	1 $\frac{1}{2}$	45	1 $\frac{1}{2}$	45	W-ch...	2- $\frac{1}{2}$	2- $\frac{1}{2}$	$\frac{1}{2}$ R. Al.
Hupmobile.... 322	122.	6.00/17	Own... B	8-3 $\frac{1}{2}$ x4 $\frac{1}{2}$	28.8	261.5	...	.37	96-3200	3130	...	5.50	L...	1 $\frac{1}{2}$	45	1 $\frac{1}{2}$	45	M-ch...	2-	3-	$\frac{1}{2}$ F. Al.
Hupmobile.... 326	126.	6.50/17	Own... L	8-3 $\frac{1}{2}$ x4 $\frac{1}{2}$	32.5	303.2	...	.36	109-3500	3030	...	5.34	L...	1 $\frac{1}{2}$	45	1 $\frac{1}{2}$	45	M-ch...	2-	3-	$\frac{1}{2}$ F. Al.
La Salle.... 345-C	130-136.	7.00/17	Own... 345C	8-3 $\frac{1}{2}$ x4 $\frac{1}{2}$	36.4	353.0	...	.33	115-3000	2880	...	5.40	L...	1 $\frac{1}{2}$	30	1 $\frac{1}{2}$					

# CATIONS

## CAR ENGINES

Crankshaft Counterbalanced	Vibration Damper	No. Main Bearings	Crank Pin Diameter (In.)	Crankpin Length (In.)	Oil Pressure to Main Bearing	Conn. Rods	Cams	Wristpins	Timing Drive	Engine Mounting	Oil Cleaner Male	Crackcase Ventilator	Air Cleaner Make	Engine Temperature Control	Carburetor Make	ELECTRICAL SYSTEMS						MAKE AND MODEL
																Fuel Feed (Make and Type)	Ignition Make	Spark Control	Spark Plug Size	Generator and Starter Make	Type of Starter Drive	Battery Make
N. Y. 5	2 1/8	1 1/4	Y	Y	N	Y	RFR.	Pur-F.	Y.	AC.	Th.	Ste. Mp.	Str.	D.	S-A.	1/8	D.	In.	USL.	104	Auburn.	8-101, 8-105
Y. Y. 4	2 1/8	2 1/2	Y	Y	Y	Y	RFR.	Pur.	Y.	AC.	Th.	Ste. Mp.	Str.	D.	S-A.	18MM	D.	In.	USL.	121	Auburn.	12-161, 12-165
N. N. 2	1 1/8	1 1/4	N	Y	Y	N	Ri.	No.	Y.	No.	No.	G.	Til.	A.			A.		USL.	43	Austin.	
Y. Y. 5	2 1/8	1 1/4	Y	Y	Y	N	RFR.	AC.	N.	AC.	Au.	AC.Mp.	Mar.	D.	S-A.		D.	Or.	Del.	100	Buick.	33-50
Y. Y. 5	2 1/8	1 1/4	Y	Y	Y	N	RFR.	AC.	N.	AC.	Au.	AC.Mp.	Mar.	D.	S-A.	18MM	D.	Or.	Del.	120	Buick.	33-60
Y. Y. 5	2 1/8	1 1/4	Y	Y	Y	N	RFR.	AC.	N.	AC.	Au.	AC.Mp.	Mar.	D.	S-A.	18MM	D.	Or.	Del.	135	Buick.	33-80, 33-90
Y. N. 3	2 1/8	2 1/4	Y	Y	Y	Y	RFR.	AC.	Y.	AC.	Au.	AC.Mp.	Own.	D.	Au.	18MM	D.	DM.	Del.	130	Cadillac.	355-C
Y. Y. 4	2 1/8	2 1/4	Y	Y	Y	Y	RFR.	Cuno.	Y.	AC.	Au.	AC.Mp.	D.L.	D.	Au.	18MM	D.	DM.	Del.	160	Cadillac.	370-C
Y. Y. 5	2 1/8	2 1/4	Y	Y	Y	Y	RFR.	Cuno.	Y.	AC.	Au.	AC.Mp.	D.L.	D.	Au.	18MM	D.	DM.	Del.	190	Cadillac.	452-C
Y. Y. 3	2 1/8	1 1/4	Y	Y	Y	Y	RFR.	No.	Y.	AC.	No.	AC.Mp.	Car.	D.	Au.		D.	In.	Var.	90	Chevrolet.	
Y. Y. 4	1 1/8	1 1/4	Y	Y	Y	Y	RFR.	Fp.	Y.	AC.	Th.	Mp.	Str.	D.	In.	14MM	D.	In.	Wil.	100	Chrysler.	Six
Y. Y. 5	2 1/8	1 1/4	Y	Y	Y	Y	RFR.	Fp.	Y.	AC.	Th.	Mp.	Str.	D.	In.	14MM	D.	In.	Wil.	121	Chrysler.	Royal 8
Y. Y. 5	2 1/8	1 1/4	Y	Y	Y	Y	RFR.	Fp.	Y.	AC.	Th.	Mp.	Str.	D.	In.	14MM	D.	In.	Wil.	117	Chrysler.	Imp. 8
Y. Y. 9	2 1/8	1 1/4	Y	Y	Y	Y	RFR.	Fp.	Y.	AC.	Th.	Mp.	Str.	D.	In.	14MM	D.	In.	Wil.	153	Chrysler.	Imp. Cus. 8
N. N. 3	3	1 1/4	1 1/4	Y	Y	Y	N	RFR.	Y.	Ho.	Th.	AC.Mp.	Mar.	A.	Au.		A.		USL.	78	Continental.	C-400
N. N. 4	1 1/4	1 1/4	Y	Y	Y	N	RFR.	Y.	Ho.	Th.	AC.Mp.	Mar.	A.	Au.		A.		USL.	88	Continental.	C-600	
Y. Y. 4	2 1/8	1 1/4	Y	Y	Y	N	RFR.	Pur.	Y.	Ho.	Th.	AC.Mp.	Mar.	A.	Au.		A.		USL.	100	Continental.	Big 6
Y. Y. 5	2 1/8	1 1/4	Y	Y	Y	N	RFR.	Pur.	Y.	No.	Th.	AC.Mp.	Sch.	D.	S-A.		D.		USL.	104	Cord.	L-29
N. N. 3	2 1/8	1 1/4	Y	Y	Y	N	RFR.	Cuno.	N.	AM.	Th.	Mp.	Str.	D.	S-A.		D.	In.	Wil.	135	Cunningham.	V-10
Y. Y. 4	1 1/8	1 1/4	Y	Y	Y	N	RFR.	Fp.	Y.	AC.	Th.	Mp.	Str.	D.	In.	14MM	D.	In.	Wil.	90	DeSoto.	Six
Y. Y. 4	1 1/8	1 1/4	Y	Y	Y	N	RFR.	Fp.	Y.	AC.	Th.	Mp.	Str.	D.	In.	14MM	D.	In.	Wil.	84	Dodge.	Six
Y. Y. 5	2 1/8	1 1/4	Y	Y	Y	N	RFR.	Fp.	Y.	AC.	Th.	Mp.	B&B.	D.	In.	14MM	D.	In.	Wil.	117	Dodge.	Eight
N. N. 5	2 1/8	1 1/4	Y	Y	Y	N	RFR.	Pur.	Y.	No.	Th.	Own-Mp.	Sch.	D.	18MM	D.	In.	Exi.	160	DuSenberg.	J	
N. N. 5	2 1/8	1 1/4	Y	Y	Y	N	RFR.	AC.	N.	No.	Th.	AC.Mp.	Sch.	D.	18MM	D.	In.	Exi.	130	du Pont.	G	
Y. Y. 3	1 1/8	1 1/4	N	N	N	N	RFR.	No.	Y.	AC.	No.	Ste.V.	Mar.	A.	In.		A.	In.	Nat.	105	Essex Terraplane.	6
Y. Y. 5	1 1/8	1 1/4	N	N	N	N	RFR.	No.	Y.	AC.	No.	Mp.	Mar.	A.	In.		A.	In.	Nat.	105	Essex Terraplane.	8
Y. N. 3	2 1/8	1 1/4	Y	Y	Y	N	RFR.	No.	No.	No.	Mp.	D.L.	Own.	Au.	1/8	Own.	In.	Own.	80	Ford.	8	
N. N. 3	1 1/8	1 1/4	Y	Y	Y	N	RFR.	No.	No.	No.	Mp.	Zen.	Own.	Au.	1/8	Own.	In.	Own.	80	Ford.	4	
Y. Y. 7	3 1/8	1 1/4	Y	Y	Y	N	RFR.	Pur.	Y.	AC.	Th.	AC.Mp.	Str.	D.	S-A.	18MM	D.	In.	Wil.	135	Franklin.	Airman
Y. Y. 7	2 1/8	1 1/4	Y	Y	Y	N	RFR.	Pur.	Y.	AC.	Au.	AC.Mp.	Str.	D.	S-A.	18MM	D.	In.	Wil.	153	Franklin.	12
Y. Y. 7	3 1/8	1 1/4	Y	Y	Y	N	RFR.	Pur.	Y.	AC.	Th.	AC.Mp.	Str.	D.	S-A.	18MM	D.	In.	Wil.	105	Franklin.	Olympic
N. Y. 5	2 1/8	1 1/4	Y	Y	Y	N	RFR.	No.	Y.	AC.	Th.	AC.Mp.	D.L.	D.	Au.	1/8	D.	DM.	Wil.	84	Graham.	Std. 6
N. Y. 5	2 1/8	1 1/4	Y	Y	Y	N	RFR.	AC.	Y.	AC.	Th-O.	AC.Mp.	D.L.	D.	Au.	1/8	D.	DM.	Wil.	100	Graham.	Eight
Y. Y. 5	1 1/8	1 1/4	N	N	N	N	RFR.		Y.	AC.	No.	Mp.	Mar.	A.	In.		A.	In.	Nat.	105	Hudson.	Super 6
Y. Y. 5	2 1/8	1 1/4	Y	Y	Y	N	RFR.	No.	Y.	AC.	No.	Ste.Mp.	Mar.	A.	In.		A.	In.	Exi.	105	Hudson.	8
Y. Y. 4	2 1/8	1 1/4	Y	Y	Y	N	RFR.	Han.	Y.	AC.	Th.	Ste.Mp.	Car.	A.	In.		A.	In.	Wil.	119	Hupmobile.	321
Y. Y. 5	2 1/8	1 1/4	Y	Y	Y	N	RFR.	Pur.	Y.	AC.	Th.	Ste.Mp.	Str.	A.	In.		A.	In.	Wil.	119	Hupmobile.	322
Y. Y. 5	2 1/8	1 1/4	Y	Y	Y	N	RFR.	Pur.	Y.	AC.	Th.	Ste.Mp.	Str.	A.	In.		A.	In.	Wil.	119	Hupmobile.	326
Y. N. 3	2 1/8	2 1/4	Y	Y	Y	Y	RFR.	AC.	Y.	AC.	Th-O.	AC.Mp.	D.L.	D.	Au.	1/8	D.	DM.	Wil.	130	La Salle.	345-C
Y. Y. 4	2 1/8	2 1/4	Y	Y	Y	Y	RFR.	No.	N.	AC.	Au.	AC.Mp.	Own.	D.	Au.		D.	DM.	Del.	135	Lincoln.	V-12-136
Y. Y. 7	2 1/8	2 1/4	Y	Y	Y	Y	RFR.	No.	N.	AC.	Au.	AC.Mp.	Str.	D.	Au.		D.	DM.	Exi.	135	Lincoln.	V-12-145
N. Y. 5	2 1/8	2 1/4	Y	Y	Y	Y	RFR.	AC-F.	Y.	AC.	Au.	AC.Mp.	Str.	D.	Au.		D.	DM.	Exi.	160	Marmen.	16
Y. Y. 7	2	1 1/2	Y	Y	Y	Y	RFR.		Y.	AC.	No.	AC.Mp.	Str.	D.	Au.		A.	In.	USL.	115	Nash.	Big 6
N. N. 9	1 1/2	1 1/2	Y	Y	Y	Y	RFR.		Y.	AC.	No.	AC.Mp.	Str.	D.	Au.		A.	In.	USL.	115	Nash.	Std. 8
N. Y. 9	1 1/2	1 1/2	Y	Y	Y	Y	RFR.		Y.	AC.	No.	AC.Mp.	Str.	D.	Au.		A.	In.	USL.	120	Nash.	Spec. 8
Y. Y. 9	2 1/2	1 1/2	Y	Y	Y	Y	RFR.		Y.	AC.	No.	AC.Mp.	Str.	D.	Au.	14MM	A.	In.	USL.	133	Nash.	Adv. 8
Y. Y. 9	2 1/2	1 1/2	Y	Y	Y	Y	RFR.		Y.	AC.	No.	AC.Mp.	Str.	D.	Au.	18MM	A.	In.	Exi.	152	Nash.	Ambas. 8
Y. Y. 4	1 1/2	1 1/2	Y	Y	Y	Y	RFR.	AC.	Y.	AC.	Th.	AC.Mp.	Str.	D.	Au.		D.	Or.	Del.	86	Oldsmobile.	F-33
Y. Y. 5	2 1/2	1 1/2	Y	Y	Y	Y	RFR.	AC.	Y.	AC.	Th.	AC.Mp.	Str.	D.	Au.	18MM	D.	Or.	Del.	98	Oldsmobile.	L-33
Y. Y. 9	2 1/2	1 1/2	Y	Y	Y	Y	RFR.	Pur.	Y.	AC.	Th.	AC.Mp.	Str.	N.	Au.		D.	In.	Pre.	144	Packard.	8
Y. Y. 9	2 1/2	1 1/2	Y	Y	Y	Y	RFR.	Pur.	Y.	AC.	Th.	AC.Mp.	Str.	N.	Au.	14MM	D.	Or.	Pre.	144	Packard.	Super 8
Y. Y. 4	2 1/2	1 1/2	Y	Y	Y	Y	RFR.	Pur.	Y.	AC.	Th.	AC.Mp.	Str.	A.	Au.	14MM	D.	Or.	Pre.	144	Packard.	12
Y. Y. 9	2 1/2	1 1/2	Y	Y	Y	Y	RFR.	Pur.	Y.	AC.	Th.	AC.Mp.	Str.	A.	Au.	14MM	D.	Or.	Pre.	144	Packard.	Diamond
Y. Y. 7	2 1/2	1 1/2	Y	Y	Y	Y	RFR.	Pur.	Y.	AC.	Th.	AC.Mp.	Str.	D.	Au.	18MM	D.	Or.	Pre.	86	Pierce-Arrow.	836
Y. Y. 7	2 1/2	1 1/2	Y	Y	Y	Y	RFR.	Pur.	Y.	AC.	Th.	AC.Mp.	Str.	D.	Au.	14MM	D.	Or.	Pre.	165	Pierce-Arrow.	1236
Y. Y. 7	2 1/2	1 1/2	Y	Y	Y	Y	RFR.	Pur.	Y.	AC.	Th.	AC.Mp.	Str.	D.	Au.	14MM	D.	Or.	Pre.	165	Pierce-Arrow.	1247-1242
Y. Y. 7	1 1/2	1 1/2	Y	Y	Y	Y	RFR.	Pur.	Y.	AC.	No.	AC.Mp.	Car.	D.	Au.	14MM	D.	Or.	Wil.	84	Plymouth.	1933
Y. Y. 5	2	1 1/2	Y	Y	Y	Y	RFR.	Pur.	Y.	AC.	No.	AC.Mp.	Car.	D.	Au.	14MM	D.	Or.	Wil.	94	Pontiac.	8
Y. Y. 7	2 1/2	1 1/2	Y	Y	Y	Y	RFR.	Han.	Y.	AC.	Th.	AC.Mp.	Str.	D.	S-A.	14MM	D.	Or.	Wil.	102	Reo S.	102
Y. Y. 9	2 1/2	1 1/2	Y	Y	Y	Y	RFR.	Han.	Y.	AC.	Th.	AC.Mp.	Sch.	D								

## AMERICAN PASSENGER CAR CHASSIS

MAKE AND MODEL	FRONT AXLE				CLUTCH		GEARSET		Univers- als	REAR AXLES		BRAKES		SHACKLES	SPRINGS		Chassis Lubrication							
	Caster (Degrees)	Camber (Inches)	Camber (Degrees)		Type and Make	Operation	No. of Speeds, Location and Make	Freewheeling, Synchro, etc.		Type and Make	Final Drive	Torque Medium	Service (Type)	Hand (Location)	Drum Material	Steering Gear Make	Type							
			Tee-in (Inches)	King Pin Inclina- tion (Degrees)																				
Auburn..... 8-101, 8-105 1-2	1	2	1/8	7	P-Long.	Man.	3-U-Det.	Ws.	m-U-P.	1/2 Col.	S-B.	sp.	M.	I-R.	C.	R.	Own.	rm.	S-37.	S-56%	Bij.			
Auburn..... 12-161, 12-165 1 1/2-2 1/2	1	2	1/8	7	P-Long.	Man.	3-U-Det.	Ws.	m-Mec.	1/2 Col.	S-B.	sp.	M.	I-R.	C.	R.	Try.	M.	S-40.	S-56%	Bij.			
Austin.....					P-Own...	Man.	3-U-W-G.	C.	fm-Spi.	1/2 Sal.	S-B.	sp.	M.	I-F.	S.	O.	Own.	M.	Tr-28 1/2	1/2-22 1/2	Ze.			
Buick..... 33-50 1 1/2-2	1 1/2-2	1-2	1/8-1/8	11 1/4	P-Own...	Pow.	3-U-Own.	S.	m-Own.	1/2 Own.	S-B.	tt.	M.	I-F.	C.	S.	Own.	M.	S-35.	S-56	A-Z.			
Buick..... 33-60 1 1/2-2	1 1/2-2	1-2	1/8-1/8	10	P-Own...	Pow.	3-U-Own.	S.	m-Own.	1/2 Own.	S-B.	tt.	M.	I-F.	C.	S.	Own.	M.	S-36.	S-55%	A-Z.			
Buick..... 33-80, 33-90 1 1/2-2	1 1/2-2	1-2	1/8-1/8	10	P-Own...	Pow.	3-U-Own.	S.	m-Own.	1/2 Own.	S-B.	tt.	M.	I-F.	C.	S.	Own.	M.	S-37.	S-58%	A-Z.			
Cadillac..... 355-C 2 1/2-3 1/2	1 1/2	1 1/2	1/8-1/8	7 1/2	P-Own...	Pow.	3-U-Own.	S.	m-Spi.	1/2 Own.	S-B.	tt.	M.	I-F.	C.	S.	Own.	M.	S-39.	S-58	Al.			
Cadillac..... 370-C 2 1/2-3 1/2	1 1/2	1 1/2	1/8-1/8	7 1/2	P-Own...	Pow.	3-U-Own.	S.	m-Spi.	1/2 Own.	S-B.	tt.	M.	I-F.	C.	S.	Own.	M.	S-39.	S-58	Al.			
Cadillac..... 452-C 2 1/2-3 1/2	1 1/2	1 1/2	1/8-1/8	7 1/2	P-Own...	Pow.	3-U-Own.	S.	m-Spi.	1/2 Own.	S-B.	tt.	M.	I-F.	C.	S.	Own.	M.	S-42.	S-60	Al.			
Chevrolet..... 2 1/2	1 1/2	1 1/2	1/8-1/8	7 1/2	P-Own...	Man.	3-U-Own.	Ws.	m-Own.	1/2 Own.	B.	tt.	M.	I-R.	S.	O.	Own.	M.	S-36.	S-54	Al.			
Chrysler..... Six 2	2	2	0-1/8	7	P-...	Man.	3-U-Own.	Ws.	nb.	1/2 Own.	S-B.	sp.	M.	E-T.	C.	PM.	SU.	S-35 1/2	S-53%	Ze.				
Chrysler..... Royal 8 2	2	2	0-1/8	7	P-...	Man.	3-U-Own.	Ws.	nb.	1/2 Own.	S-B.	sp.	H.	E-T.	C.	PM.	SU.	S-35 1/2	S-53%	Ze.				
Chrysler..... Imp. Cus. 8 2	2	2	0-1/8	7	P-...	Man.	4-U-Own.	W.	nb.	1/2 Own.	S-B.	sp.	PH.	F-T.	C.	R.	Own.	M.	S-38 1/2	S-54	Ze.			
Continental..... C-400 4	2	2	0-1/8	7	P-Rock.	Man.	3-U-W-G.	C.	m-Spi.	1/2 NP.	S-B.	sp.	M.	I-F.	S.	S.	Own.	M.	Tr-33.	Ca-27 1/2	Ze.			
Continental..... C-600 4	2	2	0-1/8	7	P-B&B.	Man.	3-U-W-G.	C.	m-Spi.	1/2 NP.	S-B.	sp.	M.	I-F.	S.	S.	Own.	M.	S-33.	Ca-27 1/2	Ze.			
Continental..... Big 6	2	2	0-1/8	7	P-Spi.	Man.	3-U-W-G.	W.	m-Spi.	1/2 Own.	S-B.	sp.	M.	I-F.	S.	R.	Own.	M.	S-35 1/2	S-55	Ze.			
Cord..... 1/2	1 1/2	1 1/2	0	0	P-Long.	Man.	3-U-Det.	C.	m-U-P.	1/2 D-Col.	S-B.	sp.	H.	I-R.	S.	G.	Own.	M.	14-23 1/2	S-62	Bij.			
Cunningham..... V-10					P-Long.	Man.	3-W-G.	Ws.	m-Spi.	1/2 Tim.	S-B.	sp.	M.	I-F.	S.	R.	Own.	M.	S-40.	S-62	Al.			
De Soto..... 6 1/2-2	1 1/2-2	1 1/2-1	1/8-1/8	7	P-...	Pow.	3-U-Own.	Ws.	nb.	1/2 Own.	S-B.	sp.	H.	E-T.	C.	PM.	SU.	S-35 1/2	S-53%	Ze.				
Dodge..... 6 1/2-2	1 1/2-1	1 1/2-2	1/8	7	P-...	Pow.	3-U-Own.	Ws.	nb.	1/2 Own.	S-B.	sp.	H.	E-T.	C.	PM.	SU.	S-36.	S-53 1/2	Ze.				
Dodge..... Eight					P-...	Man.	3-U-Own.	W.	nb.	1/2 Own.	S-B.	sp.	H.	E-T.	C.	R.	Own.	M.	S-35 1/2	S-54 1/2	Ze.			
Duesenberg..... J					P-...	dp-Long.	Man.	3-U-Own.	W.	m-Spi.	1/2 Own.	S-B.	sp.	PH.	E-T.	C.	R.	Own.	M.	S-41.	S-62 1/2	Bij.		
du Pont..... G					P-...	dp-Long.	Man.	3-W-W-G.	C.	m-Spi.	1/2 Col.	S-B.	sp.	H.	E-T.	S.	R.	Bel.	f.	S-40.	S-60	Al.		
Essex Terraplane..... 6					P-...	Pow.	3-U-Own.	Ws.	m-Spi.	1/2 Own.	S-B.	sp.	M.	I-F.	S.	G.	Own.	M.			Al.			
Essex Terraplane..... 8					P-...	Man.	3-U-Own.	S.	m-Spi.	1/2 Own.	S-B.	sp.	M.	I-F.	S.	PM.	SU.			Al.				
Ford..... 8 8 1/2	2	2	1/8	7	P-Own.	Man.	3-U-Own.	S.	m-Own.	1/2 Own.	S-B.	tt.	M.	I-F.	C.	G.	Own.	R.	Tr.	Tr.	Ze.			
Ford..... 4 8 1/2	2	2	0-1/8	7	P-Own.	Man.	3-U-Own.	S.	m-Own.	1/2 Own.	S-B.	tt.	M.	I-F.	C.	G.	Own.	R.	Tr.	Tr.	Ze.			
Franklin..... Series 16 1	2	2	0-1/8	7	P-Long.	Man.	3-U-W-G.	Ws.	m-Mec.	1/2 Col.	S-B.	sp.	M.	E-T.	C.	R.	Faf.	R.	S-40.	E-42	Ze.			
Franklin..... Series 17 2-3	2	2	0-1/8	7	P-Long.	Man.	3-U-W-G.	Ws.	m-Mec.	1/2 Col.	S-B.	sp.	M.	E-T.	C.	R.	Faf.	R.	S-37.	S-60	Ze.			
Franklin..... Series 18 1	2	2	0-1/8	7	P-Long.	Man.	3-U-W-G.	Ws.	m-Spi.	1/2 Own.	S-B.	sp.	M.	E-T.	C.	R.	Faf.	R.	S-36.	S-54	Ze.			
Graham..... Std. 6 1 1/2-2 1/2	1 1/2	1 1/2	1/8-1/8	7 1/2	P-Long.	Man.	3-U-W-G.	Ws.	m-Spi.	1/2 Own.	S-B.	sp.	M.	I-F.	S.	R.	Eat.	R.	S-36.	S-54	Ze.			
Graham..... Super 6	1 1/2-2 1/2	2	1/8-1/8	7	P-Own.	Man.	3-U-W-G.	Ws.	m-Spi.	1/2 Own.	S-B.	sp.	PM.	I-F.	C.	G.	Own.	R.	Tr.	Tr.	Ze.			
Hudson..... 8					P-Own.	Man.	3-U-Own.	Ws.	m-Spi.	1/2 Own.	S-B.	sp.	M.	I-F.	C.	G.	Own.	R.	Tr.	Tr.	Ze.			
Hupmobile..... 321 1 1/2-2	1 1/2	1 1/2	1/8	8 1/2	P-B&B.	Man.	3-U-W-G.	Ws.	m-Mec.	1/2 Own.	S-B.	sp.	M.	I-F.	C.	R.	Russ.	R.	S-38.	S-56	A-Z.			
Hupmobile..... 322 1 1/2-2	1 1/2	1 1/2	1/8	8 1/2	P-B&B.	Man.	3-U-W-G.	Ws.	m-U-P.	1/2 Own.	S-B.	sp.	M.	I-F.	C.	R.	Russ.	R.	S-40.	S-57 1/2	A-Z.			
Hupmobile..... 326 1 1/2-2	1 1/2	1 1/2	1/8	8 1/2	P-Long.	Man.	3-U-Det.	Ws.	m-U-P.	1/2 Own.	S-B.	sp.	M.	I-F.	C.	R.	Russ.	R.	S-39.	S-57 1/2	A-Z.			
La Salle..... 345-C 2 1/2-3 1/2	1 1/2	1 1/2	1/8-1/8	7 1/2	P-Own.	Pow.	3-U-Own.	S.	m-Spi.	1/2 Own.	S-B.	tt.	PM.	I-F.	S.	O.	Own.	M.	S-39.	S-58	Al.			
Lincoln..... V-12-136					P-Long.	Man.	3-U-Own.	W.	m-Spi.	1/2 Own.	S-B.	tt.	FF-Tim.	S-B.	tt.	PM.	I-F.	S.	O.	Own.	M.	S-42.	S-62	Al.
Lincoln..... V-12-145	2	10	0-1/8	7 1/2	P-Long.	Man.	3-U-Own.	S.	m-Spi.	1/2 Own.	S-B.	tt.	FF-Tim.	S-B.	tt.	PM.	I-F.	S.	O.	Own.	M.	S-42.	S-59 1/2	A-Z.
Marmon..... 16 4	2	1 1/2	0-1/8	7	P-Russ.	Man.	3-U-Mun.	S.	m-Spi.	1/2 Sal.	S-B.	sp.	M.	I-F.	C.	R.	Russ.	R.	S-42.	S-59 1/2	A-Z.			
Nash..... Big 6 2 1/2-2	1 1/2	1 1/2	1/8	7	P-B&B.	Man.	3-U-Own.	Ws.	m-Own.	1/2 Own.	S-B.	sp.	M.	I-F.	C.	R.	PM.	SU.	S-36 1/2	S-54	Al.			
Nash..... Std. 8 2 1/2-2	1 1/2	1 1/2	1/8	7	P-B&B.	Man.	3-U-Own.	Ws.	m-Own.	1/2 Own.	S-B.	sp.	M.	I-F.	C.	R.	PM.	SU.	S-36 1/2	S-54	Al.			
Nash..... Spec. 8 2					P-B&B.	Man.	3-U-Own.	Ws.	m-Own.	1/2 Own.	S-B.	sp.	M.	I-F.	C.	R.	Faf.	R.	S-36 1/2	S-54	Al.			
Nash..... Adv. 8 1 1/2	1 1/2	1 1/2	1/8	7	P-B&B.	Man.	3-U-Own.	Ws.	m-Own.	1/2 Own.	S-B.	sp.	M.	I-F.	C.	R.	Faf.	R.	S-37.	S-54	Ze.			
Nash..... Ambas. 8 0	1 1/2	1 1/2	1/8	6	P-B&B.	Man.	3-U-Own.	Ws.	m-Own.	1/2 Own.	S-B.	sp.	M.	I-F.	C.	R.	RR.	R.	S-38.	S-55 1/2	Bij.			
Oldsmobile..... F-33 2 1/2-2	1 1/2	1 1/2	1/8	9 1/2	P-B&B.	Man.	3-U-Mun.	Ws.	m-Spi.	1/2 Own.	S-B.	sp.	M.	I-F.	C.	S.	Try.	M.	S-35 1/2	S-54 1/2	A-Z.			
Oldsmobile..... L-33 2 1/2-2	1 1/2	1 1/2	1/8	9 1/2	P-B&B.	Man.	3-U-Mun.	Ws.	m-Spi.	1/2 Own.	S-B.	sp.	M.	I-F.	C.	O.	Own.	M.	S-42.	S-54 1/2	A-Z.			
Packard..... 8 8 1/2	2	2	1/8-1/8	8 1/2	P-Long.	Man.	3-U-Own.	S.	m-Spi.	1/2 Own.	S-B.	sp.	M.	I-F.	C.	O.	Own.	M.	S-42.	S-60 1/2	Bij.			
Packard..... Super 8 8 1/2	2	2	0-1/8	8 1/2	P-Long.	Man.	3-U-Own.	S.	m-Spi.	1/2 Own.	S-B.	sp.	M.	I-F.	C.	O.	Own.	M.	S-42.	S-60 1/2	Bij.			
Pierce-Arrow..... 836 13 1/2	1 1/2	1 1/2	1/8	8	P-Long.	Man.	3-U-Own.	Ws.	m-Spi.	1/2 Own.	S-B.	sp.	M.	I-F.	C.	R.	Faf.	R.	S-38.	S-60	Al.			
Pierce-Arrow..... 1236 13 1/2	1 1/2	1 1/2	1/8	8	P-Long.	Man.	3-U-Own.	Ws.	m-Spi.	1/2 Own.	S-B.	sp.	M.	I-F.	C.	R.	Faf.	R.	S-38.	S-60	Al.			
Pierce-Arrow..... 1247-1242 1 1/2	1 1/2	1 1/2	1/8	9 1/2	P-Long.	Man.	3-U-Own.	W.	m-U-P.	1/2 Own.	S-B.	sp.	H.	E-T.	C.	O.	PM.	SU.	S-36 1/2	S-54	Ze.			
Plymouth..... 1933 2	1 1/2	1 1/2	1/8	9 1/2	P-B&B.	Man.	3-U-Own.	S.	m-Own.	1/2 Own.	S-B.	sp.	M.	I-F.	S.	S.	Own.	M.	S-36.	S-54	Ze.			
Pontiac..... 8 2 1/2	1 1/2	1 1/2	1/8	8	P-Own.	Man.	3-U-Own.	Ws.	m-U-P.	1/2 Own.	S-B.	sp.	H.	E-T.	C.	R.	PM.	SU.	S-36 1/2	S-55 1/2	Ze.			
Reo..... 8 3 1/2	1 1/2	1 1/2	0-1/8	8	P-Own.	Man.	3-U-Own.	Ws.	m-Det.	1/2 Own.	S-B.	sp.	H.	E-T.	S.	R.	PM.	SU.	S-37.	S-55 1/2	Ze.			
Reo..... Royale					P-...	Man.	3-U-W-G.	Ws.	m.	1/2 Own.	S-B.	sp.	M.	I-F.	S.	R.	Try.	M.	S-35 1/2	S-57 1/2	Ze.</			

## AMERICAN AGRICULTURAL TRACTORS

MAKE AND MODEL	GENERAL							ENGINE							CLUTCH	BELT PULLEY	DRIVE																
	Price (\$)	Capacity: No. of 14" Plows	Plowing Speed (M. P. H.)	Weight Complete (Lbs.)	*Wheelbase (Ins.)	Minimum Turning Diameter (Ft.)	Ground Clearance (Ins.)	Drawbar Adjustable	Drawbar— Belt Rating	Steering Type	Make	No. of Cylinders	Bore and Stroke (Ins.)	Engine Type	Valve Arrangement	Normal R.P.M. at Plowing Speed	Ignition System Make	Fuel System	Carburetor Make	Fuel Recommended	Air Cleaner Make	Oiling System Type	Cooling System Type	Type AND MAKE	Diameter (Ins.)	Face (Ins.)	Belt Clutch Type	No. Face, Speeds	Diameter & Face Traction Members (Ins.)	Drive Type to Traction Members	Drive Taken by	Non-Drive Wheels	Wheel or Track?
Alcroc... UC	1095	3	3.33	4915	87 $\frac{1}{2}$	7 $\frac{1}{2}$	28	H.		T.D.M.	Cont.	4	4 $\frac{1}{2}$ x 5	V.	L.	1200	Eise.	Kin.	Gas.	Vor.	HC.	Pu.	SP-Rock.	10	7 $\frac{1}{2}$	J.C..	3	SG.	Axle.	2 Wh.			
Allis-Chalmers L	4650	12	3.05	21600	85		16 $\frac{1}{2}$	H.	60-80	T.D.M.	Own	6	5 $\frac{1}{2}$ x 6 $\frac{1}{2}$	V.	I.	1050	Eise.	Zen.	Pom.	HC.	Pu.	SP-Own.	20	15		2	SG.	Hub.	0 Tr.				
Allis-Chalmers M	1650	4	3.20	6000			17	H.	29-36	T.D.M.	Own	4	4 $\frac{1}{2}$ x 5	V.	I.	1200	Eise.	Zen.	Pom.	HC.	Pu.	SP-Roe.	12	8 $\frac{1}{2}$	No.	1	SG.	Hub.	0 Tr.				
Allis-Chalmers U	995	3	3.33	4125	76 $\frac{1}{2}$	13	9	H.		F.A.K.	Cont.	4	4 $\frac{1}{2}$ x 5	V.	L.	1200	Eise.	Kin.	Vor.	HC.	Pu.	SP-Rock.	10	7 $\frac{1}{2}$	J.C..	4	42-11	SG.	Axle.	2 Wh.			
Allis-Ch. EZ-40	1295	4	3.25	6000	90 $\frac{1}{2}$	14 $\frac{1}{2}$	11 $\frac{1}{2}$	H.	25-40	F.A.K.	Own	4	4 $\frac{1}{2}$ x 5 $\frac{1}{2}$	V.	I.	930	Eise.	Kin.	Vor.	HC.	Pu.	ES-Own.	13	8 $\frac{1}{2}$	No.	2	50-12	IG.	Rim.	2 Wh.			
Allis-Chalmers 35	3540	8	2.76	15250	85		17	H.	43-55	T.D.M.	Own	4	5 $\frac{1}{2}$ x 6 $\frac{1}{2}$	V.	I.	1000	Eise.	Zen.	Pom.	HC.	Pu.	SP-Own.	12	8 $\frac{1}{2}$	SG.	3	SG.	Cha.	0 Tr.				
Allis-Chalmers 35	2450	6	2.76	10600	67		14	H.	29	T.D.M.	Own	4	4 $\frac{1}{2}$ x 6 $\frac{1}{2}$	V.	I.	930	Eise.	Zen.	Pom.	HC.	Pu.	SP-Own.	12	8 $\frac{1}{2}$	SG.	1	SG.	Hub.	0 Tr.				
Bates St. M. 35	4-6	2.85	10775		10	12	H.	33-47	T.D.M.	Wauk.	6	4 $\frac{1}{2}$ x 4 $\frac{1}{2}$	V.	L.	1500	A.Bos.	Sch.	Gas.	Vor.	HC.	Pu.	SP-TD.	12	9	No.	3	SG.	Hub.	Tr.				
Bates St. M. 30	6-8	2.92	10750		11	14	H.	40-60	T.D.M.	Wauk.	6	4 $\frac{1}{2}$ x 5 $\frac{1}{2}$	V.	I.	1500	A.Bos.	Sch.	Gas.	Vor.	HC.	Pu.	DP-TD.	12	9	No.	3	SG.	Hub.	Tr.				
Bates St. M. 80	1012	2.75	23250		14	17	H.	65-85	T.D.M.	Wauk.	6	4 $\frac{1}{2}$ x 7	V.	I.	900	Bosch.	Str.	Gas.	Vor.	HC.	Pu.	DP-TD.	16	10 $\frac{1}{2}$	No.	3	SG.	Hub.	Tr.				
Beeman... M	275	7-8	1.94	550	17 $\frac{1}{2}$	5	7 $\frac{1}{2}$	U.	2-4	H.B.	Own	1	3 $\frac{1}{2}$ x 4 $\frac{1}{2}$	V.	L.	1000	Heinze	Kin.	Gas.	Don.	CS.	Th.	Co-Own.	4 $\frac{1}{2}$	3 $\frac{1}{2}$	No.	1	25-31 $\frac{1}{2}$	SG.	Axle.	2 Wh.		
Beeman... Jr	195	Var.	435	71 $\frac{1}{2}$		14				B&S	1	2 $\frac{1}{2}$ x 2 $\frac{1}{2}$	V.	L.	800	Heinze	Kin.	Gas.	Gas.	HC.	Pu.	SP-Own.	12	8 $\frac{1}{2}$	SG.	3	SG.	Cha.	0 Tr.				
Beeman Hy-Wh.	420	2.00	700		6					T.D.M.	Own	1	3 $\frac{1}{2}$ x 4 $\frac{1}{2}$	V.	L.	1200	Wico.	Kin.	Vor.	CS.	Th.	Co-Own.	4 $\frac{1}{2}$	3 $\frac{1}{2}$	No.	1	SG.	Hub.	2 Wh.				
Beeman	1-2	2.2	1300							Her.	4	2 $\frac{1}{2}$ x 2 $\frac{1}{2}$	V.	L.	1250	Wico.	Kin.	Vor.	HC.	Pu.	SP-Roc.	12	8 $\frac{1}{2}$	SG.	1	SG.	Hub.	2 Wh.					
Case... L	3-4	Var.	79	26						F.A.K.	Own	4	4 $\frac{1}{2}$ x 6	V.	I.	1100				Own	HC.	Pu.	SP-	13	8 $\frac{1}{2}$	SG.	3	48-12	Cha.	Axle.	2 Wh.		
Case... C	2-3	Var.	66	26						F.A.K.	Own	4	3 $\frac{1}{2}$ x 5 $\frac{1}{2}$	V.	I.	1100				Own	HC.	Pu.	SP-	10 $\frac{1}{2}$	6 $\frac{1}{2}$	SG.	3	42-12	Cha.	Axle.	2 Wh.		
Case... CC	2	Var.	89	17						F.A.K.	Own	4	3 $\frac{1}{2}$ x 5 $\frac{1}{2}$	V.	I.	1100				Own	HC.	Pu.	SP-	10 $\frac{1}{2}$	6 $\frac{1}{2}$	SG.	3	48-8	Cha.	Axle.	2 Wh.		
Case... CO	2-3	Var.	66	20						F.A.K.	Own	4	3 $\frac{1}{2}$ x 5 $\frac{1}{2}$	V.	I.	1100				Own	HC.	Pu.	SP-	10 $\frac{1}{2}$	6 $\frac{1}{2}$	SG.	3	42-12	Cha.	Axle.	2 Wh.		
Caterpillar... 15	1100	2.6	4525	51 $\frac{1}{2}$	57 $\frac{1}{2}$	7 $\frac{1}{2}$	8	H.		T.D.M.	Cont.	4	3 $\frac{1}{2}$ x 4 $\frac{1}{2}$	V.	L.	1500	Eise.	Zen.	Gas.	Vor.	HC.	Pu.	SP-Own.	9 $\frac{1}{2}$	6 $\frac{1}{2}$	SG.	3	2 Tr.					
Caterpillar... 20	1450	2.6	5900	54 $\frac{1}{2}$	61 $\frac{1}{2}$	9	H.			T.D.M.	Own	4	3 $\frac{1}{2}$ x 5 $\frac{1}{2}$	V.	L.	1250	Eise.	Zen.	Gas.	Vor.	HC.	Pu.	SP-Own.	10 $\frac{1}{2}$	6 $\frac{1}{2}$	SG.	3	2 Tr.					
Caterpillar... 25	1900	2.6	7670	56 $\frac{1}{2}$	68 $\frac{1}{2}$	10	H.			T.D.M.	Own	4	4 $\frac{1}{2}$ x 5 $\frac{1}{2}$	V.	L.	1100	Eise.	Zen.	Gas.	Vor.	HC.	Pu.	SP-Own.	11 $\frac{1}{2}$	6 $\frac{1}{2}$	SG.	3	2 Tr.					
Caterpillar... 35	2400	2.5	12280	71 $\frac{1}{2}$	86 $\frac{1}{2}$	9 $\frac{1}{2}$	H.			T.D.M.	Own	4	4 $\frac{1}{2}$ x 6 $\frac{1}{2}$	V.	L.	850	Eise.	Zen.	Gas.	Vor.	HC.	Pu.	SP-Own.	12	8 $\frac{1}{2}$	SG.	4	2 Tr.					
Caterpillar... 50	3675	2.4	17190	81 $\frac{1}{2}$	90 $\frac{1}{2}$	11 $\frac{1}{2}$	H.			T.D.M.	Own	4	5 $\frac{1}{2}$ x 6 $\frac{1}{2}$	V.	L.	850	Eise.	Zen.	Gas.	Vor.	HC.	Pu.	SP-Own.	13 $\frac{1}{2}$	10	SG.	4	2 Tr.					
Caterpillar... 65	4520	2.6	23007	83 $\frac{1}{2}$	101 $\frac{1}{2}$	13 $\frac{1}{2}$	H.			T.D.M.	Own	4	7 $\frac{1}{2}$ x 8 $\frac{1}{2}$	V.	L.	650	Eise.	Zen.	Gas.	Vor.	HC.	Pu.	SP-Own.	15	11	SG.	3	2 Tr.					
Caterpillar... Die.	6500	2.8	24390	83 $\frac{1}{2}$	101 $\frac{1}{2}$	13 $\frac{1}{2}$	H.			T.D.M.	Own	4	6 $\frac{1}{2}$ x 9 $\frac{1}{2}$	V.	I.	700	None.	Non.	Oil.	Vor.	HC.	Pu.	SP-Own.	15	11	SG.	3	SG.	Hub.	2 Tr.			
Cletrac... 15	3	3	524	53	16	13 $\frac{1}{2}$	H.	17-24	T.D.M.	Her.	4 $\frac{1}{2}$ x 5 $\frac{1}{2}$	V.	L.	1250	Eise.	Til.	Gas.	Vor.	HC.	Pu.	DP-Long.	10 $\frac{1}{2}$	6 $\frac{1}{2}$	SG.	3	42-7	SG.	Hub.	2 Wh.				
Cletrac... 25	4-5	2.8	7275	63	17	13 $\frac{1}{2}$	H.	21-30	T.D.M.	Her.	6 $\frac{1}{2}$ x 4 $\frac{1}{2}$	V.	L.	1250	D.E.	Til.	Gas.	Vor.	HC.	Pu.	DP-Long.	12	6 $\frac{1}{2}$	SG.	3	42-7	SG.	Hub.	2 Wh.				
Cletrac... 35	5-6	3	9388	68	17	15 $\frac{1}{2}$	H.	31-42	T.D.M.	Her.	6 $\frac{1}{2}$ x 4 $\frac{1}{2}$	V.	L.	1450	D.E.	Til.	Gas.	Vor.	HC.	Pu.	SP-B&B.	13	8 $\frac{1}{2}$	SG.	3	42-7	SG.	Hub.	18 Tr.				
Cletrac... 55	7-8	3.6	11625	80	22	11 $\frac{1}{2}$	H.	40-55	T.D.M.	Wis.	6 $\frac{1}{2}$ x 5 $\frac{1}{2}$	V.	L.	1575	D.R.	Sch.	Gas.	Vor.	HC.	Pu.	SP-B&B.	15	13	SG.	3	42-7	SG.	Hub.	18 Tr.				
Cletrac... 80	15	2.5	23000	96	16	16	H.	60-82	T.D.M.	Her.	6	5 $\frac{1}{2}$ x 6 $\frac{1}{2}$	V.	L.	1120	D.E.	Til.	Gas.	Vor.	HC.	Pu.	DP-Long.	24	15	DP.	3	SG.	Hub.	22 Tr.				
Fordson...	2	3.09	3112	63	21	11 $\frac{1}{2}$	H.	14-26	F.A.K.	Own	4	4 $\frac{1}{2}$ x 5	V.	L.	1100	ABos.	Gas.	Vor.	HC.	CS.	Til.	-Own.	9 $\frac{1}{2}$	6 $\frac{1}{2}$	SG.	3	42-12	Wo.	Axle.	2 Wh.			
Fordson...	2	2.45	3112	63	21	11 $\frac{1}{2}$	H.	14-26	F.A.K.	Own	4	4 $\frac{1}{2}$ x 5	V.	L.	1100	ABos.	Gas.	Vor.	HC.	CS.	Til.	-Own.	9 $\frac{1}{2}$	6 $\frac{1}{2}$	SG.	3	42-12	Wo.	Axle.	2 Wh.			
Huber... 20-40	4	2.25	8200	93	30	14	H.	32-45	F.A.K.	Stea.	4	5 $\frac{1}{2}$ x 6 $\frac{1}{2}$	V.	I.	1000	Eise.	Zen.	Gas.	Vor.	HC.	Pu.	MD-TD.	15 $\frac{1}{2}$	8	MD.	2	56-18	SG.	Axle.	2 Wh.			
Huber... 25-50	5	2.25	8500	93	30	14	H.	40-62	F.A																								

# U. S. GASOLINE TRUCK CHASSIS

Line Number	MAKE AND MODEL	GENERAL (See Keynote)					TIRE SIZE		MAJOR UNITS					FRAME					
		Tonnage Rating	Chassis Price	Standard Wheelbase	Max. W. B. Furnished	Gross Vehicle Weight	Chassis Wt. (Stripped)	Front	Rear	ENGINE	TRANSMISSION	REAR AXLE	Gear and Type	Gear Ratios	Side Rail Dimensions				
1	A.C.F.	160 <sup>1/2</sup>	6950	186	222	26000	10170	B9.75/22	B9.75/22	HasS 160	6-4 <sup>1/2</sup> x5 <sup>1/2</sup>	BL 1714	U 410p	Tim 76730	2F	R 7.46	52.7	8x3	
2		175B 6 <sup>1/2</sup>	8300	186	222	26000	10750	B10.50/24	B10.50/24	HasS 175	6-5x6	BL 714	U 410p	Tim 76730	2F	R 7.48	58.6	8x3	
3		175A 7 <sup>1/2</sup>	8800	186	240	30000	11610	B10.50/24	B10.50/24	HasS 175	6-5x6	BL 714	U 410p	Tim 79730	2F	R 7.48	58.6	8x3	
4	Armeled.	11Ha 2-3	1570	156	195	11500	4070	B7.00/20	DB7.00/20	Con 16C	6-3 <sup>1/2</sup> x4 <sup>1/2</sup>	Fu WOBB	U 44p	Tim	BF	R 6.33	31.2	5x3x3 <sup>1/2</sup>	
5		21Ha 2 <sup>1/2</sup> -4	2185	160	197	15300	4783	B8.25/20	DB8.25/20	Her WXB	6-3 <sup>1/2</sup> x4 <sup>1/2</sup>	Fu MLU	U 44p	Tim	BF	R 6.06	38.5	6x3x3 <sup>1/2</sup>	
6		31Ha 3 <sup>1/2</sup> -5	2745	146	213	19500	5838	B8.00/20	DB9.00/20	Her WXC	6-4x4 <sup>1/2</sup>	Fu MGU	U 44p	Tim	BF	R 6.02	39.9	7x3x3 <sup>1/2</sup>	
7		41Ha 4 <sup>1/2</sup> -5	3050	160	227	23000	6608	B8.75/20	DB9.75/20	Her WXC	6-4x4 <sup>1/2</sup>	Fu MGU	U 44p	Tim	BF	R 6.53	43.8	7x3x3 <sup>1/2</sup>	
8		61Ha 5-7	3625	146	227	24000	7400	B9.75/20	DB9.75/20	Her WXC <sup>2</sup>	6-4 <sup>1/2</sup> x4 <sup>1/2</sup>	Fu MGU	U 44p	Tim	WF	R 8.5	55.2	8x3x3 <sup>1/2</sup>	
9		71Ha 7-9	4495	164	235	29500	7800	B10.50/20	DB10.50/20	Her YXC	6-4 <sup>1/2</sup> x4 <sup>1/2</sup>	Fu VUOG	U 5p	No Tim	WF	R 8.5	55.2	8x3x3 <sup>1/2</sup>	
10	TRDA 10	3895	145	174	39000	6450	B9.75/20	DB9.75/20	Her YXC <sup>3</sup>	6-4 <sup>1/2</sup> x4 <sup>1/2</sup>	Fu VUOG	U 5p	No Tim	WF	R 7.8	56.8	7x3x3 <sup>1/2</sup>		
11	Atterbury	A 1	1095	132	145	7000	3400	P30x5	P30x5	Lyc WTG	6-3x4 <sup>1/2</sup>	Wa T9	U 44p	Tim 51000H	BF	H 6.20	45.6	7x3x3 <sup>1/2</sup>	
12		K 1 <sup>1/2</sup>	1595	145	160	8000	3640	P32x6	P32x6	Lyc WTG	6-3x4 <sup>1/2</sup>	Wa T9	U 44p	Tim 52200H	BF	H 6.50	39.7	5x3x3 <sup>1/2</sup>	
13		G 2	1895	160	160	10000	3955	P32x2	P32x2	Lyc 4SL	6-3 <sup>1/2</sup> x4 <sup>1/2</sup>	Co F4B	U 44p	Tim 54200H	BF	H 6.80	45.1	5 <sup>1/2</sup> x3x3 <sup>1/2</sup>	
14		45 2-2 <sup>1/2</sup>	2375	175	188	12000	5300	B7.50/20	DB7.50/20	Lyc ASD	6-3 <sup>1/2</sup> x4 <sup>1/2</sup>	Co W4C	U 44p	Tim 54200H	BF	H 6.80	39.8	7x3x3 <sup>1/2</sup>	
15		50 2 <sup>1/2</sup> -3	2950	189	202	14000	5800	B8.25/20	DB8.25/20	Lyc ASD	6-3 <sup>1/2</sup> x4 <sup>1/2</sup>	Co W4C	U 44p	Tim 56200H	BF	H 7.40	43.3	7x3x3 <sup>1/2</sup>	
16		R 3	3700	173	199	16040	7250	P34x7	P34x7	Con 18B	6-4x4 <sup>1/2</sup>	BL 35-4	U 44p	Tim 56001H	WF	H 7.1	37.4	7x3x3 <sup>1/2</sup>	
17		60 <sup>1/2</sup>	3150	190	215	16000	6000	B9.00/20	DB9.00/20	Lyc ASD	6-3 <sup>1/2</sup> x4 <sup>1/2</sup>	Co W4C	U 44p	Tim 58200H	BF	H 7.80	45.6	7x3x3 <sup>1/2</sup>	
18		65 3-3 <sup>1/2</sup>	4050	209	221	18500	7800	B9.00/20	DB9.00/20	Con 18R	6-4x4 <sup>1/2</sup>	BL 51-5	U 44p	Tim 65200H	WF	H 7.50	40.1	8x3x3 <sup>1/2</sup>	
19		70 3 <sup>1/2</sup> -4	4650	222	222	23000	8400	B9.75/20	DB9.75/20	Con 20R	6-4 <sup>1/2</sup> x4 <sup>1/2</sup>	BL 51-5	U 44p	Tim 65720H	WF	R 8.50	62.9	8x3x3 <sup>1/2</sup>	
20		C 3 <sup>1/2</sup>	4750	186	220	19315	8300	P36x8	P36x8	Con 20R	6-4 <sup>1/2</sup> x4 <sup>1/2</sup>	BL 51-5	U 44p	Tim 6706D	WF	H 7.25	38.8	8x3x3 <sup>1/2</sup>	
21		100 <sup>1/2</sup>	5675	223	237	28000	9100	B10.50/20	DB10.50/20	Con 21B	6-4 <sup>1/2</sup> x4 <sup>1/2</sup>	BL 55-7	U 47	Tim 66720D	WF	R 9.0	55.9	8x3x3 <sup>1/2</sup>	
22	Autocar	R 1 <sup>1/2</sup>	2300	189	209	18000	5750	B10.50/20	DB10.50/20	Own SD	6-4x4 <sup>1/2</sup>	BL 234	U 44p	Own A	SF	H 5.22	33.5	6x3x3 <sup>1/2</sup>	
23		RF 2 <sup>1/2</sup>	2450	159	189	18000	5975	P34x7	P34x7	Own SD	6-4x4 <sup>1/2</sup>	BL 234	U 44p	Own A	SF	H 5.22	33.5	6x3x3 <sup>1/2</sup>	
24		RG 2 <sup>1/2</sup>	2600	159	210	18000	6150	P35x6	P35x6	Own R	6-3 <sup>1/2</sup> x4 <sup>1/2</sup>	BL 234	U 44p	Own D	SF	H 6.21	39.9	8x3x3 <sup>1/2</sup>	
25		A 2 <sup>1/2</sup>	2000	150	192	18000	6350	P35x6	P35x6	Own R	6-3 <sup>1/2</sup> x4 <sup>1/2</sup>	BL 234	U 44p	Own D	SF	H 6.21	39.9	8x3x3 <sup>1/2</sup>	
26		D 3 <sup>1/2</sup>	3500	150	192	18000	6375	P34x7	P34x7	Own SD	6-4x4 <sup>1/2</sup>	BL 234	U 44p	Own D	SF	H 6.21	39.9	8x3x3 <sup>1/2</sup>	
27		DE 3 <sup>1/2</sup>	3850	150	210	18000	7000	B9.00/20	DB9.00/20	Own SD	6-4x4 <sup>1/2</sup>	BL 234	U 44p	Own D	SF	H 6.21	39.9	8x3x3 <sup>1/2</sup>	
28		DF 3 <sup>1/2</sup>	3950	150	192	18000	7075	B9.00/20	DB9.00/20	Own SD	6-4x4 <sup>1/2</sup>	BL 234	U 44p	Own D	SF	H 6.21	39.9	8x3x3 <sup>1/2</sup>	
29	(Eng. und seat)	HS 3 <sup>1/2</sup>	4600	114	161	18000	7900	P0x8	P0x8	Own M	6-4 <sup>1/2</sup> x5 <sup>1/2</sup>	WT 79	U 44p	Tim 51000H	BF	H 7.20	46.6	9x3x3 <sup>1/2</sup>	
30		SHS 3 <sup>1/2</sup>	4800	114	161	18000	7900	P0x8	P0x8	Own SCH	6-4 <sup>1/2</sup> x5 <sup>1/2</sup>	WT 79	U 44p	Tim 52000H	BF	H 7.20	46.6	9x3x3 <sup>1/2</sup>	
31		DH 4	4150	150	174	18000	7250	P36x8	P36x8	Own SD	6-4x4 <sup>1/2</sup>	WT 79	U 44p	Tim 53000H	BF	H 7.20	46.6	9x3x3 <sup>1/2</sup>	
32		N 4	4600	191	227	18000	8090	B9.75/20	DB9.75/20	Own SCH	6-4 <sup>1/2</sup> x4 <sup>1/2</sup>	WT 79	U 44p	Tim 54000H	BF	H 7.20	46.6	9x3x3 <sup>1/2</sup>	
33		NE 5	4725	149	170	18000	8300	B9.75/22	DB9.75/22	Own SCH	6-4 <sup>1/2</sup> x4 <sup>1/2</sup>	WT 79	U 44p	Tim 55000H	BF	H 7.20	46.6	9x3x3 <sup>1/2</sup>	
34		NF 5	4800	191	227	18000	8350	B9.75/22	DB9.75/22	Own SCH	6-4 <sup>1/2</sup> x4 <sup>1/2</sup>	WT 79	U 44p	Tim 56000H	BF	H 7.20	46.6	9x3x3 <sup>1/2</sup>	
35		NH 5	4925	149	170	18000	8440	B9.75/22	DB9.75/22	Own SCH	6-4 <sup>1/2</sup> x4 <sup>1/2</sup>	WT 79	U 44p	Tim 57000H	BF	H 7.20	46.6	9x3x3 <sup>1/2</sup>	
36		S 5	5500	158	168	18000	8800	B9.75/22	DB9.75/22	Own SCH	6-4 <sup>1/2</sup> x4 <sup>1/2</sup>	WT 79	U 44p	Tim 58000H	BF	H 7.20	46.6	9x3x3 <sup>1/2</sup>	
37		SE 6	5800	158	168	18000	8950	B10.50/22	DB10.50/22	Own SCH	6-4 <sup>1/2</sup> x4 <sup>1/2</sup>	WT 79	U 44p	Tim 59000H	BF	H 7.20	46.6	9x3x3 <sup>1/2</sup>	
38		CE 7 <sup>1/2</sup>	6000	158	176	18000	9030	P0x8	P0x8	Own SCH	6-4 <sup>1/2</sup> x4 <sup>1/2</sup>	WT 79	U 44p	Tim 60000H	BF	H 7.20	46.6	9x3x3 <sup>1/2</sup>	
39		CBS 7 <sup>1/2</sup>	6200	203	203	18000	9200	P0x8	P0x8	Own SCH	6-4 <sup>1/2</sup> x4 <sup>1/2</sup>	WT 79	U 44p	Tim 61000H	BF	H 7.20	46.6	9x3x3 <sup>1/2</sup>	
40		CF 7 <sup>1/2</sup>	6700	164	182	18000	9600	P42x9	P42x9	Own SCH	6-4 <sup>1/2</sup> x4 <sup>1/2</sup>	WT 79	U 44p	Tim 62000H	BF	H 7.20	46.6	9x3x3 <sup>1/2</sup>	
41		TE 8 <sup>1/2</sup>	6500	189	207	18000	10750	B10.50/24	DB10.50/24	Own SCH	6-4 <sup>1/2</sup> x4 <sup>1/2</sup>	WT 79	U 44p	Tim 63000H	BF	H 7.20	46.6	9x3x3 <sup>1/2</sup>	
42		TF 8 <sup>1/2</sup>	6800	195	247	18000	10700	B10.50/24	DB10.50/24	Own SCH	6-4 <sup>1/2</sup> x4 <sup>1/2</sup>	WT 79	U 44p	Tim 64000H	BF	H 7.20	46.6	9x3x3 <sup>1/2</sup>	
43		(T) FE 20	9500	180	180	18000	10950	B10.50/24	DB10.50/24	Ste LT	6-5x5	BL 714	U 44p	Tim 65000H	BF	H 7.20	46.6	9x3x3 <sup>1/2</sup>	
44		Available	W140 2	1350	168	182	11200	4000	B7.00/20	DB7.00/20	Con 25A	6-3 <sup>1/2</sup> x4 <sup>1/2</sup>	BL 124	U 44p	Tim 66000H	BF	H 6.37	49.7	7x3x3 <sup>1/2</sup>
45		W140 2 <sup>1/2</sup>	1350	168	182	11200	4070	B7.00/20	DB7.00/20	Con 25A	6-3 <sup>1/2</sup> x4 <sup>1/2</sup>	BL 124	U 44p	Tim 67000H	BF	H 6.37	49.7	7x3x3 <sup>1/2</sup>	
46		W200 2 <sup>1/2</sup>	1850	168	182	13400	4500	B7.50/20	DB7.50/20	Con 25A	6-3 <sup>1/2</sup> x4 <sup>1/2</sup>	BL 124	U 44p	Tim 68000H	BF	H 6.37	49.7	7x3x3 <sup>1/2</sup>	
47		W230 2 <sup>1/2</sup> -3	2075	182	196	16300	5300	B8.25/20	DB8.25/20	Con 25A	6-3 <sup>1/2</sup> x4								

Line Number	MAKE AND MODEL	GENERAL (See Keynote)				TIRE SIZE		MAJOR UNITS.						FRAME					
		Tonnage Rating	Chassis Price	Standard Wheelbase	Max. W. B. Furnished	Gross Vehicle Weight Chassis Wt. (Stripped)	Front	Rear	ENGINE		TRANSMISSION		REAR AXLE		Side Rail Dimensions	Type			
									Make and Model	No. of Cylinders Bore and Stroke	Make and Model	Location and Forward Speeds	Aux. Location and Speeds	Make and Model	Drive and Torque	GEAR RATIOS			
1	Corbitt	(T) 12B6T	4-7	3465	(3) (3)	23900	4870	B8.25/20	DB8.25/20	Con E602	6-4 1/4 x 4 1/2	BL 335	U 4	Tim 56200H	SF	H Op	Op	7x3 1/2 x 3 1/2	T
2	(conc'd.)	(T) 15B6T	5-8	4870	(3) (3)	30400	5870	B9.00/20	DB9.00/20	Con E603	6-4 1/4 x 4 1/2	BL 335	U 5	No Tim 58200H	SF	H Op	Op	7x3 1/2 x 3 1/2	T
3	(T) 18D6T	8-10	5500	(3) (3)	36200	8100	B9.75/20	DB9.75/20	Con 22R	6-4 1/4 x 5 1/2	BL 535	U 5	No Tim 57520H	2F	H Op	Op	8x3 1/2 x 3 1/2	T	
4	(T) 24D6T	10-15	6500	(3) (3)	50600	9200	B10.50/20	DB10.50/20	Con 16H	6-4 1/4 x 5 1/2	BL 724	U 4	Tim 66720W	2F	H Op	Op	8x3 1/2 x 3 1/2	T	
5	Dart	30G	1 1/2-3	1595	150 180	11200	4900	B6.50/20	DB6.50/20	Her WXA2	6-3 1/4 x 4 1/2	Fu MLU	U 4	No Tim 53200H	BF	H 5.14	32.6	6x3 1/2 x 3 1/2	T
6	40G	2	2195	150 180	13400	5650	B7.50/20	DB7.50/20	Her WXB	6-3 1/4 x 4 1/2	Fu MLU	U 4	No Tim 54200	BF	H 6.8	34.9	7x3 1/2 x 3 1/2	T	
7	50G	2 1/2-3	2725	150 180	16300	5750	B7.50/20	DB8.25/20	Her WXC2	6-4 1/4 x 5 1/2	Fu MLU	U 4	No Tim 56200	BF	H 6.16	31.6	7x3 1/2 x 3 1/2	T	
8	60G	3	3250	166 208	20700	7425	B8.25/20	DB9.00/20	Her WXC3	6-4 1/4 x 5 1/2	Fu JVUOG	U 5	No Tim 58200	BF	H 6.8	48.4	7x3 1/2 x 3 1/2	T	
9	80W	4	4450	170 220	25600	8500	B8.25/20	DB9.75/20	Her YXC2	6-4 1/4 x 5 1/2	Fu VUOG	U 5	No Tim 67520	WF	H 6.8	48.0	7x3 1/2 x 3 1/2	T	
10	100W	5	5500	170 235	33600	10500	B9.75/20	DB9.75/20	Her RXC	6-4 1/4 x 5 1/2	Fu MUH	U 4	Tim 66720	WF	H 6.8	84.8	7x3 1/2 x 3 1/2	T	
11	150W	7 1/2	6500	170 245	46100	11500	B9.75/20	DB10.50/20	Her HXB	6-4 1/4 x 5 1/2	BL 735	U 5	No Tim 68720	WF	H 6.8	42.7	9x3 1/2 x 3 1/2	T	
12	200W	10	8500	180 250	40400	12500	B9.75/20	DB10.50/20	Her HXB	6-5x6	BL 735	U 5	No Tim 8310	WF	H 6.8	42.7	9x3 1/2 x 3 1/2	T	
13	(4 Whl. Dr.)	60	5750	180 200	19000	8700	B9.00/20	DB9.00/20	Her WXC3	6-4 1/4 x 4 1/2	Fu JVUOG	U 5	A 2 Ws 69317B	DF	H 8.4	153.	7x3 1/2 x 3 1/2	T	
14	(4 Whl. Dr.)	60	6000	180 200	24000	11000	B9.75/20	DB9.75/20	Her RXC	6-4 1/4 x 5 1/2	Fu JVUOG	U 5	A 2 Ws 1237	DF	H 8.0	152.	9x3 1/2 x 3 1/2	T	
15	Diamond T	210FF	1 1/2	545	135 155	8500	3100	B5.50/20	DB6.50/20	Her JXA	6-3 1/4 x 4 1/2	WF 9	U 4	No Cla 364	SF	H 5.4	34.6	7x2 1/2 x 3 1/2	T
16	210FF	1 1/2	565	135 158	8500	3100	B5.50/20	DB6.50/20	Her JXA	6-3 1/4 x 4 1/2	WF 9	U 4	No Cla 364	SF	H 5.4	34.6	7x2 1/2 x 3 1/2	T	
17	240A	1 1/2	795	137 167	10000	3500	B6.00/20	P22x6	Her JXA	6-3 1/4 x 4 1/2	WF 9	U 4	No Cla 410	SF	H 5.4	34.6	7x2 1/2 x 3 1/2	T	
18	310	2	995	155 179	12000	4200	B6.50/20	DB6.50/20	Her JXB	6-3 1/4 x 4 1/2	WF 9	U 4	No Cla 613	SF	H 5.4	34.6	7x2 1/2 x 3 1/2	T	
19	350	2 1/2	1293	155 179	14000	4700	B7.00/20	DB7.00/20	Her JXC	6-3 1/4 x 4 1/2	Cla R103	U 5	No Cla 642	SF	H 5.4	34.6	7x2 1/2 x 3 1/2	T	
20	410A	3	1695	160 194	15000	5400	B7.50/20	DB7.50/20	Her WXC	6-4 1/4 x 4 1/2	Co W5B	U 5	No Cla 642	SF	H 5.4	34.6	7x2 1/2 x 3 1/2	T	
21	410B	3	2135	200 200	15000	6200	B7.50/20	DB7.50/20	Her WXC	6-4 1/4 x 4 1/2	Co RUS4C	U 4	No Ws 69317BL	2F	H 5.4	34.6	6x3 1/2 x 3 1/2	T	
22	504A	3	2650	160 208	17500	6420	B8.25/20	DB8.25/20	Her WXC	6-4 1/4 x 4 1/2	Co RUS4C	U 4	No Ws 69317BL	2F	H 5.4	34.6	6x3 1/2 x 3 1/2	T	
23	(N) 506A	3	2950	174 240	17500	6600	B8.25/20	DB8.25/20	Her WXC3	6-4 1/4 x 4 1/2	Co RUS4C	U 5	No Ws 69317BL	2F	H 5.4	34.6	6x3 1/2 x 3 1/2	T	
24	603	3-4	3395	168 230	20000	7540	B9.00/20	DB9.00/20	Her YXC	6-4 1/4 x 4 1/2	Co RUS4C	U 5	Tim 1237H	2F	H 5.4	34.6	6x3 1/2 x 3 1/2	T	
25	(N) 606B	3-4	3695	179 246	20000	7600	B9.00/20	DB9.00/20	Her RXB	6-4 1/4 x 5 1/2	Co RUS4C	U 5	Tim 1237H	2F	H 5.4	34.6	6x3 1/2 x 3 1/2	T	
26	510	4	1995	168 201	18000	6000	B7.00/20	DB8.25/20	Her WXC	6-4 1/4 x 4 1/2	Co RUS4C	U 4	Tim 58205H	WF	H 5.4	34.6	6x3 1/2 x 3 1/2	T	
27	Differential	E-131	2 1/2	4925	178 238	24000	9300	B9.75/22	DB9.75/22	Her RXC	6-4 1/4 x 5 1/2	Co SA5	U 5	Ap 5 Op 1737 KW	WF	H 5.4	34.6	6x3 1/2 x 3 1/2	T
28	Dodge Bros.	UF-10	2 1/2	3200	160 160	18100	5100	B9.00/20	DB9.00/20	Lyce ASD	6-3 1/4 x 4 1/2	BL 314	U 4	No Tim 58200	BF	H 7.8	51.4	12x2 1/2 x 3 1/2	T
29	Dodge Bros.	F-10	2 1/2	375	109 109	4125	1975	B5.25/19	DB5.25/19	Own	4-3 1/4 x 4 1/2	Own	U 3	No Own	SF	H 4.66	13.9	5x1 1/4 x 3 1/2	C
30										4-3 1/4 x 4 1/2	Own	U 3	No Own	SF	H 4.66	13.9	5x1 1/4 x 3 1/2	C	
31										4-3 1/4 x 4 1/2	Own	U 3	No Own	SF	H 5.63	34.6	16x2 1/2 x 3 1/2	T	
32										4-3 1/4 x 4 1/2	Own	U 3	No Own	SF	H 5.63	34.6	16x2 1/2 x 3 1/2	T	
33										4-3 1/4 x 4 1/2	Own	U 3	No Own	SF	H 5.63	34.6	16x2 1/2 x 3 1/2	T	
34										4-3 1/4 x 4 1/2	Own	U 3	No Own	SF	H 5.63	34.6	16x2 1/2 x 3 1/2	T	
35										4-3 1/4 x 4 1/2	Own	U 3	No Own	SF	H 5.63	34.6	16x2 1/2 x 3 1/2	T	
36										4-3 1/4 x 4 1/2	Own	U 3	No Own	SF	H 5.63	34.6	16x2 1/2 x 3 1/2	T	
37										4-3 1/4 x 4 1/2	Own	U 3	No Own	SF	H 5.63	34.6	16x2 1/2 x 3 1/2	T	
38										4-3 1/4 x 4 1/2	Own	U 3	No Own	SF	H 5.63	34.6	16x2 1/2 x 3 1/2	T	
39										4-3 1/4 x 4 1/2	Own	U 3	No Own	SF	H 5.63	34.6	16x2 1/2 x 3 1/2	T	
40										4-3 1/4 x 4 1/2	Own	U 3	No Own	SF	H 5.63	34.6	16x2 1/2 x 3 1/2	T	
41										4-3 1/4 x 4 1/2	Own	U 3	No Own	SF	H 6.38	41.4	7x2 1/2 x 3 1/2	M	
42										4-3 1/4 x 4 1/2	Own	U 3	No Own	SF	H 6.37	50.9	8x2 1/2 x 3 1/2	M	
43										4-3 1/4 x 4 1/2	Own	U 3	No Own	SF	H 6.38	43.3	7x2 1/2 x 3 1/2	M	
44										4-3 1/4 x 4 1/2	Own	U 3	No Own	SF	H 7.13	46.3	7x2 1/2 x 3 1/2	M	
45										4-3 1/4 x 4 1/2	Own	U 3	No Own	SF	H 7.12	46.6	10x3 1/2 x 3 1/2	M	
46										4-3 1/4 x 4 1/2	Own	U 3	No Own	SF	H 7.11	46.6	10x3 1/2 x 3 1/2	M	
47	Douglas.	A-6	1	1095	135 145	7500	3075	P30x5	PD30x5	Bud J214	6-3 1/4 x 4 1/2	WF 9	U 4	No Cla B370	SF	H 5.6	36.3	5x4 1/2 x 3 1/2	T
48										6-3 1/4 x 5 1/2	WF 9	U 4	No Bud 4627	2F	H 6.57	26.3	5x4 1/2 x 3 1/2	T	
49										6-3 1/4 x 5 1/2	WF 9	U 4	No Bud 4627	2F	H 6.57	26.3	5x4 1/2 x 3 1/2	T	
50										6-3 1/4 x 5 1/2	WF 9	U 4	No Bud 4627	2F	H 6.57	26.3	5x4 1/2 x 3 1/2	T	
51										6-3 1/4 x 5 1/2	WF 9	U 4	No Bud 4627	2F	H 6.57	26.3	5x4 1/2 x 3 1/2	T	
52										6-3 1/4 x 5 1/2	WF 9	U 4	No Bud 4627	2F	H 6.57	26.3	5x4 1/2 x 3 1/2	T	
53										6-3 1/4 x 5 1/2	WF 9	U 4	No Bud 4627	2F	H 6.57	26.3	5x4 1/2 x 3 1/2	T	
54										6-3 1/4 x 5 1/2	WF 9	U 4	No Bud 4627	2F	H 6.57	26.3	5x4 1/2 x 3 1/2	T	
55										6-3 1/4 x 5 1/2	WF 9	U 4	No Bud 4627	2F	H 6.57	26.3	5x4 1/2 x 3 1/2	T	
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Line Number	MAKE AND MODEL	GENERAL (See Keynote)					TIRE SIZE		MAJOR UNITS						FRAME													
		Tonnage Rating		Chassis Price		Standard Wheelbase	Max. W. B. Furnished		Gross Vehicle Weight		Chassis Wt. (Stripped)		Front	Rear	Make and Model	No. of Cylinders Bore and Stroke		Location and Forward Speeds		Location and Aux. Location and Speeds		Make and Model	Gear and Type		Drive and Torque		Gear Ratios	
		Chassis Price	Standard Wheelbase	Max. W. B. Furnished	Gross Vehicle Weight	Chassis Wt. (Stripped)	Front	Rear	Make and Model	Location and Forward Speeds	Location and Aux. Location and Speeds	Make and Model	Location and Forward Speeds	Location and Aux. Location and Speeds	Make and Model	Location and Forward Speeds	Location and Aux. Location and Speeds	Make and Model	Location and Forward Speeds	Location and Aux. Location and Speeds	Side Rail Dimensions	Type						
1 Garford (concluded) 60Z 3	4680 175 192	18000	7100 P36x6	DP38x7	Bud BA6	6-4 1/2 x 5 1/2	Bud BA6	6-4 1/2 x 5 1/2	VU	U 5 No	Tim 65706	WF	R 8.5	63.0	7x3 1/2 x 3 1/2	P												
2 80Z 4	5330 175 192	24000	8400 S36x6	S36x14	Bud BA6	6-4 1/2 x 5 1/2	BL 60-Max	60-Max	U 5 No	Tim 66700	WF	R 10.3	98.2	5x3 1/2 x 3 1/2	CP													
3 100Z 5	5830 175 192	30000	9600 S36x6	S36x14	Bud BA6	6-4 1/2 x 5 1/2	BL 60-Max	60-Max	U 5 No	Tim 668700	WF	R 10.7	98.2	5x3 1/2 x 3 1/2	TL													
4 General Mot. (6) 15 1/2-1 1/2	615 130 151	6500	2625 B5.50/20	B5.50/20	Own 200	6-3 1/2 x 4 1/2	Own 200	6-3 1/2 x 4 1/2	U 3 No	Own	WF	R 8.6	86.0	5x2 1/2 x 3 1/2	TL													
5 18 1/2-2 1/2	695 131 151	7200	2785 P30x5	P32x6	Own 200	6-3 1/2 x 4 1/2	Own 200	6-3 1/2 x 4 1/2	U 4 No	Own	WF	R 8.7	87.0	5x2 1/2 x 3 1/2	TL													
6 21 1/2-3 1/2	675 131 157	8500	3130 P30x5	P32x6	Own 221	6-3 1/2 x 4 1/2	Own 221	6-3 1/2 x 4 1/2	U 4 No	Own	WF	R 8.8	87.5	5x2 1/2 x 3 1/2	TL													
7 19 1/2-2 1/2	745 130 164	10000	3110 B5.50/20	P32x6	Own 200	6-3 1/2 x 4 1/2	Own 200	6-3 1/2 x 4 1/2	U 4 No	Own	WF	R 8.9	88.0	5x2 1/2 x 3 1/2	TL													
8 25 1/2-2 1/2	1200 130 152	9000	3375 B6.00/20	B7.50/20	Buick	6-3 1/2 x 4 1/2	Buick	6-3 1/2 x 4 1/2	U 4 No	Own	WF	R 8.9	88.5	6x2 1/2 x 3 1/2	TL													
9 23 1/2-2 1/2	745 131 157	10000	3080 B6.50/20	DB6.50/20	Own 200	6-3 1/2 x 4 1/2	Own 200	6-3 1/2 x 4 1/2	U 4 No	Own	WF	R 8.9	89.0	6x2 1/2 x 3 1/2	TL													
10 23 1/2-2 1/2	795 131 166	10500	3420 B6.50/20	DB6.50/20	Own 221	6-3 1/2 x 4 1/2	Own 221	6-3 1/2 x 4 1/2	U 4 No	Own	WF	R 8.9	89.5	6x2 1/2 x 3 1/2	TL													
11 26 2-3	1210 130 164	11000	3685 B6.50/20	B8.25/20	Own 257	6-3 1/2 x 4 1/2	Own 257	6-3 1/2 x 4 1/2	U 4 No	Own	WF	R 8.9	89.5	6x2 1/2 x 3 1/2	TL													
12 30 2-3	1545 141 164	12500	4490 P30x5	DP30x5	Buick	6-3 1/2 x 4 1/2	Buick	6-3 1/2 x 4 1/2	U 4 No	Own	WF	R 8.9	89.5	6x2 1/2 x 3 1/2	TL													
13 31 2 1/2-3 1/2	1695 141 181	14000	4695 P32x6	DP32x6	Own 257	6-3 1/2 x 4 1/2	Own 257	6-3 1/2 x 4 1/2	U 4 No	Own	WF	R 8.9	89.5	6x2 1/2 x 3 1/2	TL													
14 33 3-3 1/2	1225 142 184	13000	4415 P32x6	DP32x6	Buick	6-3 1/2 x 4 1/2	Buick	6-3 1/2 x 4 1/2	U 4 No	Own	WF	R 8.9	89.5	6x2 1/2 x 3 1/2	TL													
15 34 3-3 1/2	1845 141 181	15000	4725 P32x6	DP32x6	Own 257	6-3 1/2 x 4 1/2	Own 257	6-3 1/2 x 4 1/2	U 4 No	Own	WF	R 8.9	89.5	6x2 1/2 x 3 1/2	TL													
16 43 3 1/2-4 1/2	1525 142 184	16000	4935 P32x6	DP32x6	Own 257	6-3 1/2 x 4 1/2	Own 257	6-3 1/2 x 4 1/2	U 4 No	Own	WF	R 8.9	89.5	6x2 1/2 x 3 1/2	TL													
17 44 3 1/2-4 1/2	2065 141 181	16000	5095 P34x7	DP34x7	Buick	6-3 1/2 x 4 1/2	Buick	6-3 1/2 x 4 1/2	U 4 No	Own	WF	R 8.9	89.5	6x2 1/2 x 3 1/2	TL													
18 45 3 1/2-4 1/2	1865 141 181	16000	4910 P32x6	DP32x6	Own 257	6-3 1/2 x 4 1/2	Own 257	6-3 1/2 x 4 1/2	U 4 No	Own	WF	R 8.9	89.5	6x2 1/2 x 3 1/2	TL													
19 46 3 1/2-4 1/2	2480 155 181	16000	6010 P34x7	DP34x7	Own 331	6-3 1/2 x 4 1/2	Own 331	6-3 1/2 x 4 1/2	U 4 No	Own	WF	R 8.9	89.5	6x2 1/2 x 3 1/2	TL													
20 47 3 1/2-4 1/2	2300 155 181	22000	6910 P34x7	DP34x7	Buick	6-3 1/2 x 4 1/2	Buick	6-3 1/2 x 4 1/2	U 4 No	Own	WF	R 8.9	89.5	6x2 1/2 x 3 1/2	TL													
21 48 3 1/2-4 1/2	3035 155 181	22000	6925 P34x7	DP34x7	Buick	6-3 1/2 x 4 1/2	Buick	6-3 1/2 x 4 1/2	U 4 No	Own	WF	R 8.9	89.5	6x2 1/2 x 3 1/2	TL													
22 49 3 1/2-4 1/2	3710 154 200	22000	7380 B9.00/20	DB9.00/20	Own 400	6-4 1/2 x 5 1/2	Own 400	6-4 1/2 x 5 1/2	U 5 No	Own	WF	R 8.9	90.0	74.0	0.93	TL												
23 50 3 1/2-4 1/2	3795 155 201	24000	7500 B9.00/20	DB9.00/20	Own 331	6-4 1/2 x 5 1/2	Own 331	6-4 1/2 x 5 1/2	U 5 No	Own	WF	R 8.9	90.0	74.0	0.93	TL												
24 51 3 1/2-4 1/2	1655 155 201	25000	7765 B9.00/20	DB9.00/20	Own 400	6-4 1/2 x 5 1/2	Own 400	6-4 1/2 x 5 1/2	U 5 No	Own	WF	R 8.9	90.0	74.0	0.93	TL												
25 52 3 1/2-4 1/2	5600 171 204	30000	10630 B9.75/20	DB9.75/20	Own 525	6-4 1/2 x 5 1/2	Own 525	6-4 1/2 x 5 1/2	U 5 No	Own	WF	R 8.9	90.5	73.5	0.93	TL												
26 53 3 1/2-4 1/2	6195 171 204	34000	11060 B9.75/20	DB9.75/20	Own 525	6-4 1/2 x 5 1/2	Own 525	6-4 1/2 x 5 1/2	U 5 No	Own	WF	R 8.9	90.5	73.5	0.93	TL												
27 54 3 1/2-4 1/2	8110 171 204	40000	12500 B10.50/24	DB10.50/24	Own 616	6-4 1/2 x 5 1/2	Own 616	6-4 1/2 x 5 1/2	U 4 No	Tim	53200H	BF	R 5.6	83.0	7.1x2 1/2 x 3 1/2	TL												
28 Gramm. AX4 1-1/2	795 131 157	8000	3350 B6.50/20	B6.50/20	Con W10	4-3 1/2 x 4 1/2	WG TA	U 4 No	Tim	53200H	BF	R 5.6	86.6	3.6x2 1/2 x 3 1/2	TL													
29 AX6 1-1/2	895 131 157	8000	3550 B6.50/20	B6.50/20	Con 25A	3-3 1/2 x 4 1/2	WG TA	U 4 No	Tim	53200H	BF	R 5.6	86.6	3.6x2 1/2 x 3 1/2	TL													
30 BX4 1 1/2-2	895 131 210	10000	3525 B6.00/20	DB6.00/20	Con W10	4-3 1/2 x 4 1/2	WG TA	U 4 No	Tim	53200H	BF	R 6.2	89.0	6x2 1/2 x 3 1/2	TL													
31 BX6 1 1/2-2	995 131 210	10000	3725 B6.00/20	DB6.00/20	Con 25A	4-3 1/2 x 4 1/2	WG TA	U 4 No	Tim	53200H	BF	R 6.2	89.0	6x2 1/2 x 3 1/2	TL													
32 BXF 1 1/2-2	149.5 131 210	10000	4000 B6.00/20	DB6.00/20	Lyc ASD	6-3 1/2 x 4 1/2	BL 314	U 4 No	Tim	53200H	BF	R 5.6	87.0	6x2 1/2 x 3 1/2	TL													
33 BXH 2 1/2-2	1295 140 196	12000	4150 B6.50/20	DB6.50/20	Lyc ASD	6-3 1/2 x 4 1/2	Co A4J	U 4 No	Tim	54200H	BF	R 5.8	83.0	7.1x2 1/2 x 3 1/2	TL													
34 BF 2 1/2-2	1695 140 210	12000	4200 B6.50/20	DB6.50/20	Lyc ACD	6-3 1/2 x 4 1/2	BL 314	U 4 No	Tim	54200H	BF	R 5.8	83.0	7.1x2 1/2 x 3 1/2	TL													
35 CX4 2 1/2-2	1095 131 210	12000	3950 B6.50/20	DB6.50/20	Con 16C	6-3 1/2 x 4 1/2	Co W10	U 4 No	Tim	54200H	BF	R 5.8	83.0	7.1x2 1/2 x 3 1/2	TL													
36 CX6 2 1/2-2	1295 140 210	12000	4200 B6.50/20	DB6.50/20	Con 16C	6-3 1/2 x 4 1/2	Co W10	U 4 No	Tim	54200H	BF	R 5.8	83.0	7.1x2 1/2 x 3 1/2	TL													
37 CXH 2 1/2-2	795 160 210	13400	4800 B6.50/20	DB6.50/20	Her JXC	6-3 1/2 x 4 1/2	BL 314	U 4 No	Tim	54200H	BF	R 5.8	83.0	7.1x2 1/2 x 3 1/2	TL													
38 CXF 2 1/2-2	1345 131 210	14000	4900 B7.50/20	DB7.50/20	Her ASD	6-3 1/2 x 4 1/2	BL 314	U 4 No	Tim	54200H	BF	R 5.8	83.0	7.1x2 1/2 x 3 1/2	TL													
39 CF 2 1/2-2	1895 160 224	14000	5100 B7.50/20	DB7.50/20	Her ASD	6-3 1/2 x 4 1/2	BL 314	U 4 No	Tim	54200H	BF	R 5.8	83.0	7.1x2 1/2 x 3 1/2	TL													
40 CXF 2 1/2-2	2395 160 224	14000	5100 B7.50/20	DB7.50/20	Con 20R	6-4 1/2 x 4 1/2	Co R4	U 4 No	Tim	54200H	BF	R 5.8	83.0	7.1x2 1/2 x 3 1/2	TL													
41 CF 2 1/2-2	1995 160 224	17000	5100 B7.50/20	DB7.50/20	Con 20R	6-4 1/2 x 4 1/2	Co R4	U 4 No	Tim	54200H	BF	R 5.8	83.0	7.1x2 1/2 x 3 1/2	TL													
42 DE 2 1/2-4	269 160 260	17000	5300 B7.50/20	DB7.50/20	Bud 21R	6-4 1/2 x 4 1/2	Bud 21R	6-4 1/2 x 4 1/2	U 4 No	Tim	54200H	BF	R 5.8	83.0	7.1x2 1/2 x 3 1/2	TL												
43 EX 2 1/2-4	2295 160 224	16300	5200 B25x20	B25x20	Con E601	6-3 1/2 x 4 1/2	BL 324	U 4 No	Tim	54200H	BF	R 6.1	83.0	7.1x2 1/2 x 3 1/2	TL													
44 E330 3 1/2-4	2595 160 224	20000	5950 B25x20	B25x20	Lyc TS	6-3 1/2 x 4 1/2	BL 324	U 4 No	Tim	54200H	BF	R 5.5	86.0	12x2 1/2 x 3 1/2	TL													
45 ED 3 1/2-4	3995 160 224	20000	6100 B25x20	B25x20	Con Die	6-4 1/2 x 6	BL 324	U 4 No	Tim	54200H	BF	R 5.5	86.0	12x2 1/2 x 3 1/2	TL													
46 EY 190 3 1/2-4	3595 190 190	16000	6750 B7.50/20	DB7.50/20	Con 20R	6-4 1/2 x 4 1/2	Co R4	U 4 No	Tim	54200H	BF	R 5.5	86.0	12x2 1/2 x 3 1/2	TL													
47 GY 4	4345 190 210	18000	7700 B25x20	B25x20	Con 21R	6-4 1/2 x 4 1/2	Co R																					

Line Number	MAKE AND MODEL	GENERAL (See Keynote)				TIRE SIZE		MAJOR UNITS						FRAME							
		Tonnage Rating	Chassis Price	Standard Wheelbase	Max. W. B. Furnished	Gross Vehicle Weight		Chassis Wt. (Stripped)		ENGINE		TRANSMISSION		REAR AXLE		Side Rail Dimensions					
						Front	Rear			Make and Model	No. of Cylinders Bore and Stroke	Make and Model	Location and Forward Speeds	Aut. Location and Speeds	Make and Model	Gear and Type	Drive and Torque	GEAR RATIOS	Type		
1	La Fr. Republic F-3 (cone'd)	3-3½	2420	174	198	16000	5625	P34x7	DP34x7	Lyc ASD	6-3½ x4½	Fu MGU14	U 4	No	Tim 58200H	SF	R 7.8	50.6	8x3x½	C	
2	H-4	3½-4½	3285	179	206	19500	7300	B9.75/20	DP9.75/20	Lcy TS	6-3½ x4½	Fu MRU	U 4	No	Tim 75720H	2F	R 8.15	54.0	8x3x½		
3	M-3	4½-5½	4640	174	198	23000	8300	B10.50/20	DB10.50/20	Wau 6SRL	6-4½ x5½	Fu VUOG	U 5	No	Tim 76733H	2F	R 8.85	62.5	9x4x3½		
4	35-4	6½-7½	6570	174	198	30000	9250	B10.50/24	DB10.50/24	Wau 6-125	6-4½ x5½	Fu MUH	U 4	No	Tim 78720W	2F	R 8.90	58.2	9x3x3½		
5	Le Moon	150	152	145	152	8000	3300	B6.50/20	DB6.50/20	Con 16C	6-3½ x4½	BL 214	U 4	No	Tim 53200H	BF	H 5.14	31.8	6x3x½		
6	200	150	145	152	150	12000	3600	B7.00/20	DB7.00/20	Con 16C	6-3½ x4½	BL 214	U 4	No	Tim 53200H	BF	H 5.15	31.8	6x3x½		
7	150	150	145	152	150	12000	4200	B7.50/20	DB7.50/20	Con 16C	6-3½ x4½	BL 214	U 4	No	Tim 53200H	BF	H 5.16	31.8	6x3x½		
8	400	3-4	2775	175	190	15300	5000	B8.25/20	DB8.25/20	Wau 6MS	6-4½ x5½	BL 314	U 4	No	Tim 56200H	BF	R 6.16	40.6	7x4x3½		
9	500	4-5	3150	160	190	19500	6000	B9.00/20	DB9.00/20	Wau 6SRL	6-4½ x5½	BL 514	U 4	No	Tim 58200H	BF	R 6.14	40.6	7x4x3½		
10	501	4-5	3450	169	199	21600	7200	B9.75/20	DB9.75/20	Wau 6SRL	6-4½ x5½	Fu VUOG	U 5	No	Tim 65720H	WF	R 6.00	43.2	7x4x3½		
11	Maccar.	600	5-6	100	151	182	10000	4165	B6.50/20	DB6.50/20	Bud H260	6-3½ x4½	Wa T9	U 4	No	Tim 53200H	BF	H 5.6	36.3	7x2½x3½	P
12	40A	2½-3	2400	155	183	15000	5350	B7.50/20	DB7.50/20	Bud H298	6-3½ x4½	BL 314	U 4	No	Tim 56200H	BF	R 6.16	40.6	8x3x3½		
13	180	3-5	3500	181	213	18000	7400	B8.00/20	DB8.00/20	Bud K393	6-4½ x5½	BL 554	U 4	No	Tim 68720L	2F	R 6.4	46.6	9x3x3½		
14	60A	4-6	4500	183	207	22000	7300	B9.75/20	DB9.75/20	Bud BA6	6-4½ x5½	BL 554	U 4	No	Tim 65720H	WF	R 6.8	49.5	8x3x3½		
15	66A	4-6	5500	184	235	22000	8200	B9.75/20	DB9.75/20	Her YXCS	6-4½ x4½	BL 615	A 5	No	Tim 65720W	WF	R 6.8	44.5	12x3x3½	P	
16	220H	4-6	4500	181	230	22000	8750	B9.75/20	DB9.75/20	Wau 6SRK	6-4½ x5½	BL 615	A 5	No	Tim 65720H	WF	R 6.8	55.9	9x3x3½		
17	220W	4-6	5000	180	230	22000	8750	B9.75/20	DB9.75/20	Wau 6SRK	6-4½ x5½	BL 615	A 5	No	Tim 65720W	WF	R 7.6	62.5	12x3x3½		
18	86A	5-8	5950	184	235	30000	9500	B10.50/20	DB10.50/20	Wau 6SRK	6-4½ x5½	BL 615	A 5	No	Tim 66720H	WF	R 5.66	27.9	7x3x3½		
19	Mack.	BL	1½-2	2500	138	148	9500	4050	B6.00/20	DB6.00/20	Own BL	6-3½ x5½	Own BG	U 4	No	Tim 60200B	SF	R 6.22	39.1	8x3x3½	
20	BL	1½-2	3000	138	192	12000	4800	P32x6	DP32x6	Own BG	6-3½ x5½	Own BG	U 4	No	Own BG	SF	R 5.44	26.8	7x3x3½		
21	BL	1½-2	4200	156	186	16000	6000	B8.25/20	DP8.25/20	Own BG	6-3½ x5½	Own BG	U 4	No	Own AB	CD	R 7.0	43.9	8x3x3½		
22	AB	2½-3	4000	219	17500	6450	P34x7	DP34x7	Own AB	6-4½ x5½	Own AB	U 4	No	Own AB	CD	R 7.23	47.4	8x3x3½			
23	AB	3-5	4150	147	219	17500	6450	P34x7	DP34x7	Own AB	6-3½ x5½	Own AB	U 4	No	Own AB	CD	R 7.58	36.7	8x2½x3½		
24	AB	3-5	4500	147	219	17500	6700	P34x7	DP34x7	Own AB	6-3½ x5½	Own AB	U 4	No	Own AB	CD	R 7.58	36.7	8x2½x3½		
25	AB	3-5	4500	147	219	17500	6700	P34x7	DP34x7	Own AB	6-3½ x5½	Own AB	U 4	No	Own AB	CD	R 7.58	36.7	8x2½x3½		
26	AB	3-5	4500	147	219	17500	6700	P34x7	DP34x7	Own AB	6-3½ x5½	Own AB	U 4	No	Own AB	CD	R 7.58	36.7	8x2½x3½		
27	AB	3-5	4700	157	217	21500	7500	B9.00/20	DB9.00/20	Own BC	6-4½ x5½	Own BC	U 4	No	Own BC	CD	R 7.01	40.9	7x3x3½		
28	BC	4-6	5250	154	226	23500	7850	P36x8	DP36x8	Own BC	6-4½ x5½	Own BC	U 4	No	Own BC	CD	R 7.58	44.2	8x3x3½		
29	BC	4-6	5500	154	226	23500	8000	P36x8	DP36x8	Own BC	6-4½ x5½	Own BC	U 4	No	Own BC	CD	R 7.88	46.0	8x3x3½		
30	BX	4-6	5750	160	214	24800	7900	B9.75/22	DB9.75/22	Own BX	6-4½ x5½	Own BX	U 4	No	Own BX	CD	R 7.01	49.4	9x3x3½		
31	BX	4-6	5600	160	214	24700	8050	B9.75/22	DB9.75/22	Own BX	6-4½ x5½	Own BX	U 4	No	Own BX	CD	R 6.92	36.4	11x3x3½		
32	BX	4-6	6450	168	245	31500	9800	B10.50/22	DB10.50/22	Own BX	6-4½ x5½	Own AL	A 4	No	Own AK	CD	R 6.52	41.9	10x3x3½		
33	BQ	5-8	6800	191	245	32600	10000	B10.50/22	DB10.50/22	Own BQ	6-4½ x5½	Own BQ	A 4	No	Own AK	CD	R 8.31	53.3	8x3x3½		
34	AK	5-8	6250	162	225	28500	9500	B10.50/24	DB10.50/24	Own AC	4-5½	Own AC	J 4	No	Own AC	CD	R 7.83	50.5	8x2½x3½	C	
35	AK	5-8	6250	162	225	28500	9400	B10.50/24	DB10.50/24	Own AC	4-5½	Own AC	J 4	No	Own AC	CD	R 6.92	55.3	8x2½x3½	C	
36	AK	5-8	6450	174	240	32500	10400	B10.50/22	DB10.50/22	Own BQ	6-4½ x5½	Own BQ	A 4	No	Own AC	CD	R 7.92	44.3	8x2½x3½	C	
37	AK	5-8	6750	207	225	26000	9200	B10.50/24	DB10.50/24	Own BX	6-4½ x5½	Own BX	A 4	No	Own BX	CD	R 6.54	31.1	9x3x3½		
38	AC	Light	5-8	4500	180	230	9800	360x6	D40x6	Own AC	4-5½	Own AC	J 4	No	Own AC	CD	R 8.49	49.8	8x3x3½		
39	AC	Medium	7-10	5500	168	240	37000	S367	D40x7	Own AC	4-5½	Own AC	J 4	No	Own AC	CD	R 8.92	57.4	8x3x3½		
40	AC	Heavy	7-10	6000	168	240	37000	10150	D40x8	Own AC	4-5½	Own AC	J 4	No	Own AC	CD	R 8.53	53.3	8x3x3½		
41	AC	6-8	6450	174	240	38500	11400	B10.50/24	DB10.50/24	Own BQ	6-4½ x5½	Own BQ	A 4	No	Own AP	CD	R 8.31	53.3	8x3x3½		
42	AP	7½-10	8500	191	191	36500	11700	S367x	D40x8	Own AP	6-5½	BL 724	U 4	No	Own AP	CD	R 10½	33.5	8x3x3½		
43	Mar.-Herr.	TL	2½-3	3785	120	135	12000	5500	B7.50/20	DB7.50/20	BL 328	U 4	No	Own Tim	SF	R 6.21	31.1	8x3x3½			
44	(All 4 Wh.Dr.)	TL-28	2½-3	4285	158	188	15250	7250	B8.25/20	DB8.25/20	BL 328	U 4	No	Own WIS	2F	R 6.22	30.8	8x3x3½	T		
45	TL-29	3-3½	4950	150	188	17200	7700	B8.25/22	DB8.25/22	Her WXC	6-4½ x5½	BL 328	U 4	No	Own WIS	2F	R 6.22	30.8	8x3x3½	T	
46	TL-30	3½-4	5485	158	188	19370	8370	B9.00/20	DB9.00/20	Her WXC3	6-4½ x4½	Fu VUOG	U 5	No	Own WIS	2F	R 6.22	30.8	8x3x3½	T	
47	TH-300	3½-4	6285	163	193	20300	9300	B9.75/20	DB9.75/20	Her YXC	6-4½ x4½	Fu VUOG	U 5	No	Own WIS	2F	R 6.22	30.8	8x3x3½	T	
48	TH-310	4-5	7785	163	193	22620	9620	B9.75/20	DB9.75/20	Her YXC3	6-4½ x4½	Fu VUOG	U 5	No	Own WIS	2F	R 6.22	30.8	8x3x3½	T	
49	TH-310A	5-6	7785	163	193	25120	10120	B9.75/22	DB9.75/22	Her YXC	6-4½ x4½	Fu VUOG	U 5	No	Own WIS	2F	R 6.22	30.8	8x3x3½	T	
50	TH-320	5-7	10500	198	228	31200	14200	B10.50/24	DB10.50/24	Her YXC	6-4½ x4½	BL 724	U 4	No	Own WIS	2F	R 6.22	30.8	8x3x3½	T	
51	TH-330	7½	12500	198	228	33200	14920	B11.25/24	DB11.25/24	Her HXD	6-5½ x6	BL 724	U 4	No	Own WIS	2F	R 6.22	30.8	8x3x3½	T	
52	Moreland	RR-10	1½	1195	1																

Line Number	MAKE AND MODEL	GENERAL (See Keynote)			TIRE SIZE		MAJOR UNITS						FRAME				
		Wheels Driven—6-Wheelers		Chassis Price	Standard Wheelbase	Max. W. B. Furnished	Gross Vehicle Weight	Chassis Wt. (Stripped)	Front	Rear	ENGINE		TRANSMISSION		REAR AXLE		
		TONNAGE RATING	Chassis Price								Make and Model	No. of Cylinders Bore and Stroke	Make and Model	Location and Forward Speeds	Aux. Location and Speeds	Make and Model	Gear and Type
1	Sterling (cone'd) FB70 2 1/2-3	2635	174 204	13000	5755	87.50/20	Wau ML	6-4x4	Own UC7	U 5	No	Own	BF	R 7.4	52.7	10x3 1/2 x 1/4	L
2	FB80 Spec 3 1/2-4	3065	174 204	16000	6680	88.25/20	Wau 6ML	6-4x4	Own UC7	U 5	No	Own	BF	R 7.8	55.3	10x3 1/2 x 1/4	L
3	FC90 4-5	3600	174 204	16000	6680	88.25/20	Wau 6ML	6-4x4	Own UC7	U 5	No	Own	BF	R 7.8	55.6	10x3 1/2 x 1/4	L
4	FC100 4-5	4100	174 204	18000	7480	89.00/20	Wau 6ML	6-4x4	Own UC7	U 5	No	Own	CD	R 8.66	61.7	10x3 1/2 x 1/4	L
5	FW97S 4-5	3315	174 204	18000	7480	89.00/20	Wau MK	6-4x4	Own UC7	U 5	No	Own	2F	R 8.0	57.6	10x3 1/2 x 1/4	L
6	FW115 4-5	4355	192 222	19500	8200	P36x8	Wau 6SRL	6-4x4	Own UC7	U 5	No	Own	CD	R 9.3	62.2	10x3 1/2 x 1/4	L
7	FC105 5 1/2-6	4185	192 222	20000	7750	P36x8	DP36x8	6-4x4	Own UC7	U 5	No	Own	CD	R 9.3	61.6	12x3 1/2 x 1/4	L
8	FW115, FD115 5 1/2-6	4645	192 222	21000	8000	89.00/20	Wau 6SRS	6-4x4	Own UC7	U 5	No	Own	CD	R 9.6	66.1	12x3 1/2 x 1/4	L
9	FW115, FD115 5 1/2-6	4690	192 222	23000	8750	P40x8	DP40x8	6-4x4	Own UC7	U 5	No	Own	w/2F	R 8.20	54.6	12x3 1/2 x 1/4	L
10	FC107 5 1/2-6	4700	192 222	21500	8200	P36x8	Wau 6SRL	6-4x4	Own UC7	U 5	No	Own	CD	R 8.20	54.6	12x3 1/2 x 1/4	L
11	FC120S 7 1/2	4900	192 222	24000	8400	89.75/20	Wau 6SRL	6-4x4	Own UC7	U 4	J 3	Own	CD	R 8.66	61.7	12x3 1/2 x 1/4	L
12	FW140, FD140 7-8	6005	192 222	28000	10050	P40x8	DP42x9	6-4x4	Own SRL	U 5	No	Own	w/2F	R 10.0	66.6	15x3 1/2 x 1/4	L
13	FC140 8 1/2-9	4800	192 222	27000	8900	P40x8	DP40x8	6-4x4	Own HB	U 4	No	Own	CD	R 9.3	62.2	15x3 1/2 x 1/4	L
14	FC140 8 1/2-9	5595	200 230	28000	9350	P40x8	DP40x8	6-4x4	Own AB	U 4	No	Own	CD	R 8.3	55.2	15x3 1/2 x 1/4	L
15	FC145 8 1/2-9	6180	200 230	29000	10100	P40x8	DP44x10	6-4x4	Own AB	U 4	No	Own	CD	R 9.4	58.9	15x3 1/2 x 1/4	L
16	FW170, FD170 9 1/2-10	6980	200 230	34000	10550	P40x8	DP42x9	6-4x4	Wau RB	U 4	No	Own	w/2F	R 10.0	62.7	15x3 1/2 x 1/4	L
17	FW170, FD170 9 1/2-10	6900	200 230	34000	10550	P40x8	DP42x9	6-4x4	Wau RB	U 4	No	Own	CD	R 9.4	58.9	15x3 1/2 x 1/4	L
18	FD105 12 1/2-13	8925	200 230	39000	10750	B10.50/20	Cum H Dle.	6-5x5	Own UC8	U 4	Op	Own	2F	R 8.85	55.8	15x3 1/2 x 1/4	L
19	Stewart 41X 3/4	1000	120 138	2875	8750	B10.50/18	LG	6-3x4	Wau 734	U 4	No	Wls 1010W	S 1/2				
20	42X 3/4	975	134 176	3525	16.50/10	LG	6-3x4	Wau 734	U 4	No	Wls 1010W	S 1/2					
21	43X 2 1/2	995	145 176	4005	66.50/20	LG	6-3x4	Wau 734	U 4	No	Wls 1010W	S 1/2					
22	28X 2	1695	145 190	4990	70.70/20	LG	6-3x4	Wau 734	U 4	No	Wls 1010W	S 1/2					
23	32X 2 1/2	1990	165 220	5260	72.00/20	LG	6-3x4	Wau 734	U 4	No	Wls 1010W	S 1/2					
24	18X 3	2390	170 226	5970	75.20/20	LG	6-3x4	Wau 734	U 4	No	Wls 1010W	S 1/2					
25	48-53	2990	170 241	6750	88.25/20	LG	6-3x4	Wau 734	U 4	No	Wls 1010W	S 1/2					
26	19X 3 1/2	3690	165 235	7110	89.00/20	LG	6-3x4	Wau 734	U 4	No	Wls 1010W	S 1/2					
27	35-63 3 1/2	3990	170 241	7600	89.00/20	LG	6-3x4	Wau 734	U 4	No	Wls 1010W	S 1/2					
28	35-83 3 1/2	3990	170 241	7600	89.00/20	LG	6-3x4	Wau 734	U 4	No	Wls 1010W	S 1/2					
29	31X 5 1/2	5190	165 235	9340	89.75/20	LG	6-3x4	Wau 734	U 4	No	Wls 1010W	S 1/2					
30	27X8 7	6190	165 235	10300	B10.50/24	LG	6-3x4	Wau 734	U 4	No	Wls 1010W	S 1/2					
31	Studebaker (11) S 1 1/2-2 1/2	670	130 165	9000	31500	B10.50/20	P32x8	6-3x4	War T9	U 4	No	Own B373	S 1/2				
32	S 1 1/2-2 1/2	785	130 165	10500	3885	B6.00/20	War T9	6-3x4	Own B412	U 4	No	Own B412	S 1/2				
33	S 1 1/2-2 1/2	945	141 165	12000	4855	B6.50/20	Own	6-3x4	War T9	U 4	No	Own	S 1/2				
34	S 1 1/2-2 1/2	945	141 165	12000	4855	B6.50/20	DP32x8	6-3x4	War T9	U 4	A 2	Tim 54200	S 1/2				
35	Walter FN 3 1/2-4	4500	120 144	16000	6300	B9.00/20	Wau 6ML	6-4x4	Own F9	U 4	No	Own F9	S 1/2				
36	FD115 3 1/2-4	5500	120 144	18000	7500	B9.00/20	DP9.00/20	6-4x4	Own F9	U 4	No	Own F9	S 1/2				
37	FD115 3 1/2-4	6300	118 136	24000	8500	B9.00/24	DP9.00/24	6-4x4	Own F9	U 4	No	Own F9	S 1/2				
38	FCS 6-7	7200	136 160	27000	9500	B9.75/24	DP9.75/24	6-4x4	Own F9	U 4	No	Own F9	S 1/2				
39	FBS 6-7	7900	136 160	27000	9500	B9.75/24	DP9.75/24	6-4x4	Own F9	U 4	No	Own F9	S 1/2				
40	FBR5 7-9	8300	136 160	32000	10500	B10.50/24	DP10.50/24	6-4x4	Wau 6R	U 4	No	Own F9	S 1/2				
41	Ward La Fr. 25R14 2 1/2	2800	176 208	14000	6000	B7.50/20	Wau 6ML	6-4x4	BL 324	U 4	No	Own	Tim 54200H	S 1/2			
42	25R16 3	2975	176 208	16000	6200	B8.25/20	DP8.25/20	6-4x4	Wau 6ML	U 4	No	Own	Tim 56200H	S 1/2			
43	25R18 3	3275	176 208	18000	6400	B9.00/20	DP9.00/20	6-4x4	Wau MK	U 4	No	Own	Tim 58200H	S 1/2			
44	30R19 3	3675	194 222	21000	7000	B9.00/20	DP9.00/20	6-4x4	Wau MK	U 4	No	Own	Tim 60200H	S 1/2			
45	30R23 3 1/2-5	4175	194 222	23000	7300	B9.75/20	DP9.75/20	6-4x4	Wau SR	U 4	No	Own	Tim 62200H	S 1/2			
46	55R5 7 1/2	5350	203 224	30000	10000	B10.50/20	DP10.50/20	6-4x4	Wau SR	U 4	No	Own	Tim 64200H	S 1/2			
47	55R5 7 1/2	5350	203 224	32000	10500	B10.50/20	DP10.50/20	6-4x4	Wau SR	U 4	No	Own	Tim 66200H	S 1/2			
48	55R5 7 1/2	5350	203 224	32000	10500	B10.50/20	DP10.50/24	6-4x4	Wau SR	U 4	No	Own	Tim 68200H	S 1/2			
49	55R5 7 1/2	5750	203 224	30000	10500	B10.50/20	DP10.50/20	6-4x4	Wau SR	U 4	No	Own	Tim 70200H	S 1/2			
50	75RH 7-9	6350	210 231	30000	11500	P40x8	DP40x8	6-4x4	Wau 6R	U 4	No	Own	Tim 72200H	S 1/2			
51	50D 7 1/2	5975	159 173	36000	11500	B10.50/24	DP10.50/24	6-4x4	Wau 6R	U 4	No	Own	Tim 74200H	S 1/2			
52	100R 10 1/2-10	7350	159 173	39000	12740	B9.75/20	DP9.75/20	6-4x4	Wau 6R	U 4	No	Own	Tim 76200H	S 1/2			
53	60K 11 1/2-12	1601	158 173	3905	8750	B10.50/24	DP10.50/24	6-4x4	Wau 6R	U 4	No	Own	Tim 78200H	S 1/2			
54	White (12) 60K 11 1/2-12	1601	158 173	3905	8750	B10.50/24	DP10.50/24	6-4x4	Wau 6R	U 4	No	Own	Tim 80200H	S 1/2			
55	60K 11 1/2-12	1611	158 173	4005	8750	B10.50/24	DP10.50/24	6-4x4	Wau 6R	U 4	No	Own	Tim 82200H	S 1/2			
56	60K 11 1/2-12	2050	158 173	4500	8750	B10.50/24	DP10.50/24	6-4x4	Wau 6R	U 4	No	Own	Tim 84200H	S 1/2			
57	60K 11 1/2-12	1900	158 173	4710	8750	B10.50/24	DP10.50/24	6-4x4	Wau 6R	U 4	No	Own	Tim 86200H	S 1/2			
58	611 2 1/2-3	2450	148 196	4960	7750	B10.50/24	DP10.50/24	6-4x4	Wau 6R	U 4	No	Own	Tim 88200H	S 1/2			
59</td																	

Line Number	MAKE AND MODEL	Wheels Driven—6-Wheelers	GENERAL (See Keynote)				TIRE SIZE		MAJOR UNITS				FRAME			
			Tonnage Rating	Chassis Price	Standard Wheelbase	Max. W. B. Furnished	Front	Rear	ENGINE	TRANSMISSION	REAR AXLE	Side Rail Dimensions				
									Make and Model	No. of Cylinders Bore and Stroke	Make and Model	Location and Forward Speeds	Gear and Type	GEAR RATIOS		
1	Ind. 95SBT-151	2C	1675	168	186	20000	5500	P32x6	Her JXC	6-3½x4½	BL 224	U 4 No Tim SBT151	SF	T 7.4 45.8 7½x2½x2½		
2	95SW 75	4R	1735	168	186	20000	5800	P32x6	Her JXC	6-3½x4½	BL 224	U 4 No Tim SW75	WF	T 7.4 37.8 8½x2½x2½		
3	17SBT251	2C	3250	188	224	28000	8550	P34x7	Her YXC	6-4½x5½	BL 334	U 4 Op Tim SBT251	SF	T 6.1 37.8 8½x2½x2½		
4	17SW251	4R	3475	188	224	28000	9000	P34x7	Her YXC	6-4½x5½	BL 334	U 4 Op Tim SW251	WF	T 6.2 38.1 8½x2½x2½		
5	106SW-151	4R	2675	188	212	24000	7500	P32x6	Her WXC	6-4½x5½	BL 324	U 4 No Tim SW151	WF	T 6.4 42.6 8½x3½x2½		
6	Ken. 186SDT	2C	10	6450	205	235	38000	10500	Her YXC2	6-4½x5½	BL 1554	U 4 A 3 Tim Sdt310W	2F	T 7.3 33.104.9x3½x2½		
7	.241SDT	2C	10	6850	205	235	40500	11000	Her YXC2	6-4½x5½	BL 714	U 4 A 3 Tim Sdt310W	2F	T 7.3 33.85.5.9x3½x2½		
8	346A	4R	10	8500	210	240	40500	13000	Her YXC	6-4½x5½	BL 714	U 4 A 3 Tim SW310W	WF	T 7.25.84.5.8x3½x2½		
9	346B	4R	10	8550	210	240	40500	13000	Her YXC	6-4½x5½	BL 714	U 4 A 3 Tim SW310W	WF	T 7.25.98.4.8x3½x2½		
10	346C	4R	10	9500	210	240	40500	14000	Her YXC	6-5x6	BL 714	U 4 A 3 Tim SW310W	WF	T 7.25.98.4.8x3½x2½		
11	386C	4R	10	10200	210	240	50100	14500	Her YXC	6-5x6	BL 714	U 4 A 3 Tim SW310W	WF	T 7.6 60.103.85.8x3½x2½		
12	Kleber.	281	4R	7½	7000	1015	28000	7000	Con 20R	6-4½x4½	BL 714-60	U 4 A 7 Tim SW200T	WF	T 7.75.73.6.73½x2½x2½		
13	349	4R	10	8000	215	225	34000	13650	Her YXC	6-4½x5½	BL 714-60	U 4 A 7 Tim SW300W	WF	T 9.33.88.6.83½x2½x2½		
14	347T	4R	10	8000	215	225	34000	13650	Her YXC	6-4½x5½	BL 714-60	U 4 A 7 Tim SW400W	WF	T 10.3 98.1.83½x2½x2½		
15	La Fran-R. Q6	9-12	1605	216	260	40000	10500	Her YXC	10.50/20	Her YXC	12.4x2	BL 714-60	U 4 A 7 Tim SW410W	WF	T 12.3 125.8.125.8x3½x2½	
16	LeMoon(R). 701	4R	5-8	4475	187	199	25500	8500	B8.25/20	Her YXC	8-3½x4½	Fu VUOG	U 4 No Tim 65703-07H	WF	T 6.20.43.8.74½x2½x2½	
17	802	4R	6-7	5100	187	199	32500	9720	B8.25/20	Her YXC	8-3½x4½	Fu VUOG	U 5 No Tim 65703-07H	WF	T 6.75.47.7.74½x2½x2½	
18	802	4R	6-7	5350	187	199	32500	9800	B8.25/20	Her YXC	8-3½x4½	Fu VUOG	U 5 No Tim 65703-07H	WF	T 6.75.47.7.74½x2½x2½	
19	900	4R	7-8	6775	191	203	36000	12000	B8.25/20	Her YXC	8-4½x5½	BL 607	U 7 Tim SW310W	WF	T 9.25.86.9.9x3½x2½	
20	1000	4R	8-10	7950	196	208	40000	12600	B8.25/20	Her YXC	8-4½x5½	BL 714	U 4 Tim SW310W	WF	T 9.25.128.9x3½x2½	
21	1200	4R	10-12	8500	196	208	40000	14000	B8.25/20	Her YXC	8-5½x5½	BL 714	U 4 Tim SW310W	WF	T 9.25.128.9x3½x2½	
22	1200D	10-12	9750	196	208	40000	14000	B8.25/20	Her YXC	8-5½x5½	BL 735	U 5 Tim SW410W	WF	T 7.6 47.6.94½x2½x2½		
23	Maccar.. SW86	2R	10-15	8250	216	250	38700	14450	B10.50/20	Wau 6SRK	6-4½x5½	BL 615	U 5 Tim SW420	WF	T 7.6 62.5.123x3½	
24	Mack. BX 4R	10	8150	178	207	35400	12000	B8.25/22	Wau 6SRK	6-4½x5½	Own BX	U 4 No Own BX6	2F	T 6.53.46.0.9½x3½x2½		
25	BQ 4R	10	9350	224	248	41500	15000	B9.75/22	Own BQ	6-4½x5½	Own BQ	U 4 No Own BX6	2F	T 6.54.19.10½x3½x2½		
26	AC 4R	8-15	8500	217	257	50500	14550	P40x8	Own BQ	6-4½x5½	Own AC	U 4 No Own AC	CD	T 9.26.59.4.83½x2½x2½		
27	AK 4R	8-15	9000	217	257	50500	15900	B9.75/22	Own BQ	6-4½x5½	Own AC	U 4 No Own AC	CD	T 9.26.59.4.83½x2½x2½		
28	AP 4R	8-15	10500	217	257	50500	14500	P40x8	Own AP	6-5x6	Own AP	U 4 No Own AP	CD	T 9.26.59.4.83½x2½x2½		
29	Mar-Herr. TH310A-6	7½-10	10000	191	229	34070	13800	B9.75/22	Her RXC	4½x5½	Fu VUOG	U 5 A 2 Tim SD310W	2F	T 9.11.164.8½x3½x2½		
31	TH320-6	10-12	15000	225	255	43075	18900	B10.50/22	Her HXB	6-5x6	BL 724	U 4 Tim SD310W	2F	T 9.11.164.8½x3½x2½		
32	TH330-6	12-15	15000	225	255	50130	20100	B11.25/24	Her HXD	6-5½x5½	BL 734	U 4 A 3 Tim SD310W	2F	T 9.11.164.8½x3½x2½		
33	Mor d. RA-15	4	1550	170	Op	36000	5300	B6.50/22	Her JXC	6-3½x4½	BL 224	U 4 No Tim SBT151	2F	T 9.60.70.70½x3½x2½		
34	RA20	2C	5-5½	1985	184	Op	20000	6350	P32x6	Her JXC	6-3½x4½	BL 224	U 4 No Tim SBT151	2F	T 9.60.70.70½x3½x2½	
35	P-A. 34L50134	4R	6600	200	240	34000	13200	B9.75/20	Her RXB	6-4½x5½	Co TNU	U 4 Op Tim SW310	WF	T 9.25.49.0.10½x3½x2½		
36	34K61134	4R	7200	180	240	34000	14200	B9.75/20	Her GXA	6-4½x5½	Own 618290	U 4 Op Tim SW310	WF	T 7.75.40.6.10½x3½x2½		
37	44K77934	4R	7500	180	200	44000	14500	B10.50/20	Her HXA	6-5½x6	Own 618290	U 4 Op Tim SW410	WF	T 9.47.2.10½x3½x2½		
38	Relay.	60SW 2R	10	6545	173	205	36500	12000	P38x7	P40x8	Bud BA6	6-4½x5½	Fu VU16	U 5 No Own 60	2R	T 9.09.63.6.8½x3½x2½
39	Sterling FBT152	2R	8½	4550	174	205	30400	9500	B9.00/20	Wau 6-110	6-4½x4½	Own UC7	U 5 No Own	BF	T 7.8 55.5.10½x3½x2½	
40	FDT152	2R	8½	4705	174	204	30400	9700	B9.00/20	Wau 6-110	6-4½x4½	Own UC7	U 5 No Own	2F	T 9.0 52.7.10½x3½x2½	
41	FDS180	4R	8-10	8925	158	Op	36000	12850	P40x8	Wau AB	6-4½x5½	Own UC8	U 4 A 3 Tim 310	2F	T 9.1 113.15½x3½x2½	
42	FDS200	4R	10-12	9510	159	Op	40000	13550	P40x8	Wau AB	6-5x5	Own UC8	U 4 A 3 Tim 410	2F	T 9.1 113.15½x3½x2½	
43	FCS210	4R	6-18	10825	Op	42000	14750	P40x8	Wau AB	6-5x5	Own UC8	U 4 A 3 Own	CD	T 9.5 59.6.15½x3½x2½		
44	FCT180	2R	10-12½	7670	178	208	40000	12500	P40x8	Wau AB	6-4½x5½	Own UC2	U 4 Op Own	2F	T 8.85.58.8.12½x3½x2½	
45	FCT250	10	16-18½	5255	186	216	40000	13550	P42x9	Wau AB	6-4½x5½	Own UC2	U 4 Op Own	2F	T 8.85.55.5.12½x3½x2½	
46	FCT180	2R	12-12½	7268	178	208	36000	11200	P36x8	Wau SRL	6-4½x5½	Own UC2	U 4 Op Own	CD	T 8.2 54.5.12½x3½x2½	
47	FCT200	2R	12-12½	7685	178	208	40000	11800	P40x8	Wau 6-125	6-4½x5½	Own UC2	U 4 Op Own	CD	T 8.2 54.5.12½x3½x2½	
48	Witt. 630SW200	4R	5-6	6245	193	205	10000	8525/20	Own 3AD	6-4½x5½	Own AB	U 4 No Tim SW200H	WF	T 6.75.44.2.8½x3½x2½		
49	642SW320	4R	7-9	8025	198	210	12670	8900/20	Own 1AB	6-4½x5½	Own 7B	U 4 No Tim SW310W	WF	T 6.55.5.8½x3½x2½		
50	.643SW420	4R	9-11	8550	198	215	14400	P40x8	Own 1AB	6-4½x5½	Own 7B	U 4 No Tim SW410W	WF	T 10.2 69.1.8½x3½x2½		

**GENERAL**  
**Chassis Price**—Chassis price quoted applies to the standard wheelbase and specifications listed. All prices are F.O.B. factory.  
**\*\***—List price not yet established. Ready next issue.  
**Tonnage Rating**—Where a spread of ratings is given, the maximum ratings are for ideal operating conditions and the minimum for extremely difficult conditions; the ranges between are for varying operating conditions.  
**Gross Vehicle Weight**—Is chassis weight, plus body and cab, plus payload. Gross vehicle weight given for a model is based on maximum recommended tire size and not on tires listed as standard equipment.  
**Chassis Weight Stripped**—Includes a.s.s. oil and water and all things included in chassis price. Does not include the weight of cab.  
**Maximum Brake H. P. at Given R.P.M.**—Is actual dynamometer reading without accessories.  
**Tractors**—Unless given the designation N (indicated not available as tractor), all standard models may be assumed to be all tractors.  
**(N)**—Not available as tractor.  
**(T)**—This designation accompanying a model number indicates vehicle is specifically designed for tractor use only.  
**(3)** Corbett—Larger engines and corresponding auxiliary units provided on all models.  
**(5)** Dodge—F-61 available as special tractor truck with 146-inch wheelbase and model designation F-60, at \$2645. G-81 available as special tractor truck with 146-inch wheelbase with model designation of G-80 at \$5250. Model G-82 available as special tractor truck, with 146-inch wheelbase, with model designation of G-80 at \$5250 and with 170-inch wheelbase with model designation of G-81 at \$5285.  
**(6)** General Motors—Models T-18 to T-61 inclusive are also available for

export only as coach chassis. Double reduction axles optional in Models T-43 T-51, T-61, T-83 and T-95 at extra cost. Trailing type axles available on Model T-95 at price deduction. Optional size engines available on Models T-85, T-85SH, T-95, T-110 and T-130 at varying cost.  
**Gramm**—Larger engines and corresponding auxiliary units provided on all models at extra cost when type of service demands. Wheelbases and body mounting dimensions may change to suit special requirements. Double reduction axles available on all models except AX and BX.  
**Gross weight**—Indicated for each model in the table is the straight rating. Series CXH is supplied with Hercules JXB engine in Model CXH and Hercules JXC in Model CXHC.  
**(7) Grass Premier**—Eight cylinder engines available on following models: 835 with Lyc. HF at \$1650; 835 with Lyc. HF at \$4230; 875 with Lyc. HF at \$5400.  
**(8) International Harvester**—A-1, 1% ton, same as A-2 except less spring leaves and smaller tires.  
**All Torque and Brake Horsepower**—Values listed are based on engine outputs with all Standard Equipment Accessories running and are the same values obtainable with the truck on the road in actual operation.  
**(9) LeMoore**—Model 600 available with Lyc. AEC at same cost. Models 701 and 801 available with Waukesha 6SR at same cost.  
**(10) Sterling**—Rocker arm used in place of springs.  
**(\*) Sterling**—These models also available equipped with Cummins Model H Diesel engine.  
**(†) Reo**—Models 1C and 1D are the longer wheelbase editions of Models 1A and 1B. The frame dimension of both is 7½ x 3½.

**(††) Reo**—2J same as 2H except 166 in. wheelbase and price of \$1695.  
**(†††) Reo**—2J same as 2H except wheelbase of 170 in. and price of \$2085; 3K same as 3H except 185 in. wheelbase and price of \$2155.  
**(11) Studebaker**—S-2 in 141 in. and 165 in. wheelbase has 8½ in. 16 in. frame depth.  
**(12) White**—Each model is shown furnished with different specifications for different tonnage ratings.

### MAKES—ALL

BL—Brown-Lipe.  
 Bu or Buda—Buda.  
 Cl or Cls—Clark.  
 Co—Covert.  
 Con—Continental.  
 Cot—Cotta Gear.  
 Cum—Cummins Diesel.  
 Eat—Eaton.  
 Fu—Fullers.  
 HaS—American Car & Foundry.  
 Her—Hercules.  
 Lyc—Lycoming.  
 M—Mechanic Mach.  
 Mo—Not supplied.  
 O or Own—Own.  
 Op or Opt—Optional.  
 Sal—Salisbury.  
 Sto or St—Sterling.  
 T or Tim—Timken.  
 WG—Warner Gear.  
 Wa or War—Warner Gear.  
 Wau—Waukesha.  
 W or Wis—Wisconsin.

### FRAME

#### Type

I—“I” Beam.  
 C—Channel.  
 T—Channel tapered front and rear.  
 L—Channel reinforced with liner.  
 B—Channel reinforced with both liner and fishplate.  
 P—Channel reinforced with plate.  
 TL—Channel tapered from front and rear reinforced with liner.  
 D—Drop Center.  
 Tf—Tapered front.

## AMERICAN GASOLINE

MAKE AND MODEL	GENERAL						ENGINE						ELECTRICAL SYSTEM				GOVERNOR		TRANS				
	Passenger Rating	Price—Chassis	Standard Wheelbase (In.)	Tires Type and Sizes		Chassis Weight (Lbs.)	Make and Model	Number of Cylinders, Bore and Stroke (In.)	Rated Horse Power (N.A.C.C.)	Valve Arrangement	Oiling System Pressure to	Fuel System	Ignition System		Battery		Maximum Governed Speed (M.P.H.)	Type	Clutch	Type			
				Tread, Front and Rear (In.)	Front (In.)								Carburetor Make	Generator and Starter Make	Make	Make							
A.C.F. 85	21	...	186	65-69%	6400	B8.25/20	B8.25/20d	ACF-HaS147	6-4x5	38.4	I.	abc...	Zen.	V.	D-R.	B...	12-108	Su...	55.0	B-L.	SP...		
A.C.F. 216	25	217	69-69%	7300	B8.25/20	B8.25/20d	ACF-HaS147	6-4x5	38.4	I.	abc...	Zen.	V.	D-R.	D-R.	Opt...	12-108	Su...	55.0	B-L.	SP...		
A.C.F. 30A	29	230	72-73%	9300	B9.75/22	B9.75/22d	ACF-HaS160	6-4x4x5½	43.3	I.	abc...	Zen.	V.	D-R.	D-R.	Opt...	12-131	Su...	60.0	B-L.	SP...		
A.C.F. 701	33	240	79-74	10500	B9.75/22	B9.75/22d	ACF-HaS160	6-4x4x5½	43.3	I.	abc...	Zen.	V.	D-R.	D-R.	Opt...	12-180	Su...	60.0	B-L.	SP...		
A.C.F. 175	33	264	79-74	11200	B10.50/22	B10.50/20	ACF-HaS175	6-5x6	60.0	I.	abc...	Zen.	P.	D-R.	D-R.	Opt...	12-180	Su...	65.0	Long.	DP...		
A.C.F. 160A	28-31	188	79-69%	89.00/20	B9.00/20	B9.00/20d	ACF-HaS166	6-4x4x5½	43.3	I.	abc...	Zen.	P.	D-R.	D-R.	Opt...	12-134	Su...	55.0	B-L.	SP...		
A.C.F. 511	40	230	79-74	89.75/22	B9.75/22	B9.75/22d	HaS 166-2	6-4x4x5½	43.3	I.	abc...	Zen.	P.	D-R.	D-R.	Opt...	12-187	Su...	45.0	B-L.	SP...		
Brockway 140B	21-25	2950	188	62-66	6250	P-32x6	P-32x6	Cont.	30B	38.4	I.	abc...	Zen.	P.	L-N.	B...	12-240	Su...	35.0	B-L.	SP...		
Brockway 170B	21-25	3600	188	62-69%	7525	P-32x6	P-32x6d	Cont.	33B	40.8	I.	abc...	Zen.	P.	L-N.	B...	12-240	Su...	35.7	B-L.	SP...		
Brockway 195B	25-29	4350	200	66-69½	8500	P-34x7	P-34x7d	Cont.	33B	6-4x4x4½	45.9	I.	abc...	Zen.	P.	D-R.	D-R.	Opt...	12-240	Su...	35.7	B-L.	SP...
Brockway 220B	25-29	5100	200	66-71½	9000	P-36x8	P-36x8d	Cont.	34B	6-4x4x4½	45.9	I.	abc...	Zen.	P.	D-R.	D-R.	Opt...	12-240	Su...	35.0	B-L.	SP...
Day-Elder 30A	30	5900	234	68½-70	8600	B9.00/20	B9.00/20d	Cont.	21B	6-4x4x4½	45.9	I.	abc...	Zen.	P.	D-R.	D-R.	Opt...	12-142	Su...	40.0	Spi.	SP...
Fageol 80	29-40	6850	232½	73½-74½	8750	P-36x6	P-36x6	Wau...	6RB	6-5x5½	60.0	I.	abc...	Zen.	P.	D-R.	D-R.	Opt...	12-120	Co...	5.0	B-L.	SP...
Fageol 90	29-40	6850	232½	73½-74½	8750	P-36x6	P-36x6	Hall-Scott 160	6-4x4x5½	43.5	I.	abc...	Zen.	P.	D-R.	D-R.	Opt...	12-120	Co...	5.0	B-L.	SP...	
Fargo 80	21	165	64-64½	87.50/20	B7.50/20	B7.50/20d	Own...	Z 6-5x5	31.5	I.	abc...	Stw.	P.	D-R.	D-R.	Opt...	12-120	Su...	43.0	B-L.	SP...		
Fargo 81	16	165	64-64½	87.00/20	B7.00/20	B7.00/20d	Own...	Z 6-5x5	31.5	I.	abc...	Stw.	P.	D-R.	D-R.	Opt...	12-120	Su...	43.0	B-L.	SP...		
Fargo 90	21	172	72½-72½	88.25/20	B8.25/20	B8.25/20d	Own...	CG 8-3½x4½	39.2	I.	abc...	Stw.	P.	D-R.	D-R.	Opt...	12-160	Su...	47.0	B-L.	SP...		
Fargo 91	21	172	72½-72½	87.50/20	B7.50/20	B7.50/20d	Own...	CG 8-3½x4½	39.2	I.	abc...	Stw.	P.	D-R.	D-R.	Opt...	12-160	Su...	56.5	B-L.	SP...		
Fargo 94	29	238	72½-72½	88.25/20	B8.25/20	B8.25/20d	Own...	CG 8-3½x4½	39.2	I.	abc...	Stw.	P.	D-R.	D-R.	Opt...	12-144	Su...	55.0	B-L.	SP...		
Fargo 95	29	238	72½-72½	89.00/20	B9.00/20	B9.00/20d	Own...	CG 8-3½x4½	39.2	I.	abc...	Stw.	P.	D-R.	D-R.	Opt...	12-160	Su...	50.0	B-L.	SP...		
Gramm 175	21	3695	190	66-69½	6750	B7.50/20	B7.50/20	Cont.	20R	6-4x4x4½	40.8	I.	abc...	Zen.	P.	L-N.	USL	12-	Su...	51	B-L.	SP...	
Gramm 178	25	4475	190	66-69½	7000	B8.25/20	B8.25/20	Cont.	21R	6-4x4x4½	45.9	I.	abc...	Zen.	P.	L-N.	USL	12-	Su...	51	B-L.	SP...	
Gramm 131	35	6675	236	71½-71½	9600	B9.00/20	B9.00/20d	Cont.	16H	6-4x4x5	54.0	I.	abc...	Zen.	P.	L-N.	USL	12-	Ce...	50	Ful.	MDD.	
Guilder CB20	20	2150	160	60½-69½	4400	B6.50/20	B6.50/20	Here...	JXC 6-3½x4½	33.7	I.	abc...	Stw.	P.	D-R.	D-R.	Opt...	12-110	Su...	41.0	B-L.	SP...	
Guilder EB26	21	3450	184	70½-67½	5400	B7.50/20	B7.50/20	Here...	WCX 2 6-4x4x4½	40.3	I.	abc...	Stw.	P.	D-R.	D-R.	Opt...	12-120	Su...	41.0	B-L.	SP...	
Guilder GB35	25	4550	208	71½-67½	6000	B8.25/20	B8.25/20	Here...	WCX 2 6-4x4x4½	43.3	I.	abc...	Stw.	P.	D-R.	D-R.	Opt...	12-140	Su...	41.0	B-L.	SP...	
Guilder CB25	21	2750	184	64-64½	4800	B7.50/20	B7.50/20	Here...	WCX 2 6-4x4x4½	38.4	I.	abc...	Stw.	P.	D-R.	D-R.	Opt...	12-158	Su...	41.0	B-L.	SP...	
Guilder GB40	29	4550	208	71½-69½	6050	B8.25/20	B8.25/20	Here...	YXC 2 6-4x4x4½	45.9	I.	abc...	Stw.	P.	D-R.	D-R.	Opt...	12-140	Su...	41.0	B-L.	SP...	
Guilder GB45	29	5750	208	71½-69½	6500	B9.00/20	B9.00/20	Here...	YXC 2 6-4x4x4½	48.6	I.	abc...	Stw.	P.	D-R.	D-R.	Opt...	12-160	Su...	41.0	B-L.	SP...	
Guilder GB50	29	6000	208	71½-69½	6500	B9.00/20	B9.00/20d	Here...	XR 6-4x4x5	48.6	I.	abc...	Stw.	P.	D-R.	D-R.	Opt...	12-160	Su...	41.0	B-L.	SP...	
Indiana 14B	16-21	2100	180	61-67½	5100	B7.50/20	B7.50/20	Here...	JXC 6-3½x4½	33.7	I.	abc...	Stw.	P.	A-L.	B...	12-118	Su...	41.0	B-L.	SP...		
Indiana 12SB	1300	169	64-64½	4700	B7.50/20	B7.50/20	Here...	JXC 6-3½x4½	33.7	I.	abc...	Stw.	P.	A-L.	B...	12-118	Su...	43.3	B-L.	SP...			
Mack BG	17-21	3750	183	66-69½	5850	B7.50/20	B7.50/20	Here...	WCX 2 6-4x4x4½	31.6	I.	abc...	Stw.	P.	N-E.	B...	12-118	Su...	49.4	Own.	SP...		
Mack City BC	20-33	4650	231	71½-66½	8300	P-34x7	P-34x7d	Own...	AB 6-4x4x5	28.9	I.	abc...	Str.	V.	N-E.	B...	12-158	Ce...	42.1	Own.	MDD.		
Mack Interstate City BC	25-33	5450	202	71½-66½	9200	P-34x7	P-34x7d	Own...	BX 6-4x4x5½	43.3	I.	abc...	Str.	P.	N-E.	B...	12-158	Ce...	52.8	Own.	SP...		
Mack Interstate City BK	29-40	6600	265	71½-68½	11200	P-36x8	P-36x8d	Own...	BQ 6-4x4x5½	54.1	I.	abc...	Str.	P.	N-E.	B...	12-158	Ce...	53.5	Own.	SP...		
Mack BT	42-44	196	82½-72½	B12.00/20	B9.00/22d	B9.00/22d	Own...	BQ 6-4x4x5½	54.1	I.	abc...	Str.	P.	L-N.	B...	12-237	Ce...	51.7	Own.	SP...			
Mack CL	29-30	158	81-75½	B12.00/20	B9.00/22d	B9.00/22d	Own...	BW 6-4x4x5½	43.3	I.	abc...	Str.	P.	N-E.	B...	12-158	Ce...	44.2	Own.	SP...			
Ree GB	29	4300	224	71½-70	7500	B9.00/20	B9.00/20d	Buda...	L525	6-4x4x5	48.6	I.	abc...	Str.	P.	A-L.	B...	12-133	Su...	41.0	B-L.	SP...	
Ree 2L	12-15	1235	166	50½-65½	4115	B6.50/20	B6.50/20	Own...	S 6-3½x5	27.3	I.	abc...	Str.	P.	D-R.	D-R.	Opt...	12-245	Su...	2800	Long.	SP...	
Studebaker 111	25	4295	220	63-64	6200	B8.25/20	B8.25/20	Own...	S 6-3½x5	38.4	I.	abc...	Str.	P.	D-R.	D-R.	Opt...	12-108	N-P...	42.0	Long.	SP...	
Studebaker 99	22	3795	184	63-64	5680	B7.50/20	B7.50/20	Own...	S 8-3½x4½	39.2	I.	abc...	Str.	P.	D-R.	D-R.	Opt...	12-108	N-P...	42.0	Long.	SP...	
Studebaker 88	22	3295	184	57-61½	5200	B7.50/20	B7.50/20	Own...	S 8-3½x4½	39.2	I.	abc...	Str.	P.	D-R.	D-R.	Opt...	12-108	N-P...	42.0	Long.	SP...	
Twin Coach 30A	172	78-72½	B9.00/18	B8.25/20	5755	B7.50/20	B7.50/20	Own...	WXR 6-4x4x5	43.3	I.	abc...	Delco.	B...	D-R.	D-R.	Opt...	12-134	Ce...	41.0	Own.	SP...	
Twin Coach 19	142	61½-64½	B9.00/15	B9.00/15	5070	B7.50/20	B7.50/20	Own...	WXR 6-4x4x5	33.7	I.	abc...	Delco.	B...	D-R.	D-R.	Opt...	12-134	Ce...	41.0	Own.	SP...	
Twin Coach 40	37-40	194	81½-78½	P-40x10½	P-38x7d	P-38x7d	Own...	WXR 6-4x4x5	40.8	I.	abc...	Delco.	B...	D-R.	D-R.	Opt...	12-134	Ce...	41.0	Own.	SP...		
Twin Coach 20	20-24	140	72-72	B9.00/18	B9.00/18	B9.00/18	Own...	WXR 6-4x4x5	40.8	I.	abc...	Delco.	B...	D-R.	D-R.	Opt...	12-134	Ce...	41.0	Own.	SP...		
Twin Coach 30	25-28	140	78-72½	B9.00/18	B7.50/20d	B7.50/20d	Own...	WXR 6-4x4x5	40.8	I.	abc...	Delco.	B...	D-R.	D-R.	Opt...	12-134	Ce...	41.0	Own.	SP...		
Twin Coach 15	17	132	50½-58½	B7.50/18	B7.50/18	B7.50/18	Own...	JXC 6-3½x4½	33.7	I.	abc...	Delco.	B...	D-R.	D-R.	Opt...	12						

# MOTOR BUS CHASSIS

MISSION		REAR AXLE			BRAKES			SPRINGS		RUNNING GEAR				MAKE AND MODEL												
Make	Location	Gearset or Electric Driven System		Universal Joints, Number and Make	Make and Model	Final Drive	Type	Total Ratin from Engine to Direct Drive Wheels on		Type and Location	Operation	Action	Braking Area (Sq. Ins.)	Type and Location	Braking Area (Sq. Ins.)	Front	Rear	Steering Gear		Wheels						
		No. Fwd. Speeds or Elec. Motors	Low Gear Reduction					Service											Shackles	Type	Front Axle Make	Make	No. (Dual = 1)	Type and Material		
B-L	Eng.	4	5.35	3-Spi.	Tim.	58200	SB. FF.	4.55	I-FW.	H-V.	Pow.	475	E-Ds.	100	44-3	60-3	M.	Tim.	Ross.	C&L.	58	20	Budd.	4	D-P.	A.C.F. 85
B-L	Eng.	4	5.35	4-Spi.	Tim.	58200	SB. FF.	5.12	I-FW.	Hyd.	Pow.	528	E-Ds.	200	46-3	60-3	M.	Tim.	Ross.	C&L.	66	20	Budd.	4	D-P.	A.C.F. 216
B-L	Eng.	4	5.18	4-Spi.	Tim.	65254	Wo. FF. Opt.	4.05	I-FW.	A-P.	Pow.	630	E-Ds.	220	43-3	64-5	M.	Tim.	Ross.	C&L.	76	22	Budd.	4	D-P.	A.C.F. 30A
B-L	Eng.	4	5.18	4-Spi.	Tim.	59020	SB. FF.	4.05	I-FW.	A-P.	Pow.	846	E-Ds.	220	43-3	64-5	M.	Tim.	Ross.	C&L.	82	22	Budd.	4	D-P.	A.C.F. 701
B-L	Fng.	4	5.18	4-Spi.	Tim.	59020	SB. FF.	4.55	I-FW.	A-P.	Pow.	864	E-Ds.	240	43-3	64-5	M.	Tim.	Ross.	C&L.	22	22	Budd.	4	D-P.	A.C.F. 175
B-L	Eng.	4	6.35	3-Spi.	Tim.	58200	SB. FF.	5.12	I-FW.	A-P.	Pow.	576	E-Ds.	160	52-3	60-4	M.	Tim.	Hann.	C&L.	60	20	Budd.	4	D-P.	A.C.F. 160A
B-L	Eng.	3	4.32	2-MU.	Tim.	66251	Wo. FF.	6.80	I-FW.	A-P.	Pow.	630	E-Ds.	220	49-4	64-5	M.	Tim.	Col.	Ross.	72	22	Budd.	4	D-P.	A.C.F. 511
B-L	Eng.	4	6.14	3-Spi.	Wise.	4916L	DR. FF.	6.66	I-FW.	H-V.	Dir.	380	E-Ds.	200	40-2	60-3	M.	Shu.	Ross.	C&L.	20	20	Budd.	4	D-P.	Brockway. 140B
B-L	Fng.	4	6.35	3-Spi.	Wise.	70000	DR. FF.	6.28	I-FW.	H-V.	Dir.	546	E-Ds.	200	40-2	60-3	M.	Shu.	Ross.	C&L.	20	20	Budd.	4	D-P.	Brockway. 170B
B-L	Eng.	4	6.35	3-Spi.	Wise.	1237H	DR. FF.	7.2	I-FW.	H-V.	Dir.	546	E-Ds.	200	40-2	60-3	M.	Shu.	Ross.	C&L.	20	20	Budd.	4	D-P.	Brockway. 195B
B-L	Eng.	4	6.35	3-Spi.	Wise.	1627KH	DR. FF.	6.96	I-FW.	H-V.	Dir.	546	E-Ds.	200	40-2	60-3	M.	Shu.	Ross.	C&L.	20	20	Budd.	4	D-P.	Brockway. 220B
Spi.	Eng.	4	5.18	3-Spi.	Tim.	65720W	Wo. FF.	6.80	I-FW.	A-P.	Pow.	575	I-Ds.	121	46-3	64-4	M.	Shu.	Ross.	C&L.	70	20	Budd.	6	D-P.	Day-Elder. 30A
B-L	Eng.	4	5.18	4-Spi.	Tim.	65521	Wo. FF.	6.00	I-FW.	A-P.	Pow.	364	D-Ds.	120	43-3	68-5	M.	Tim.	Ross.	C&L.	43-3	20	Budd.	7	D-P.	Fageol. 80
B-L	Eng.	4	5.18	4-Spi.	Tim.	65521	Wo. FF.	6.00	I-FW.	A-P.	Pow.	350	E-Ds.	44	42-3	56-3	M.	Tim.	Ross.	C&L.	60	20	Budd.	6	D-P.	Fageol. 90
Own.	Eng.	4	6.86	3-Cle.	Clark.	B-640	SB. FF.	6.37	I-FW.	Hyd.	Pow.	350	E-Ds.	44	42-3	56-3	M.	Tim.	Ross.	C&L.	57	20	Budd.	6	D-P.	Fargo. 80
Own.	Eng.	4	6.86	3-Cle.	Clark.	B-640	SB. FF.	6.37	I-FW.	Hyd.	Pow.	385	E-Ds.	88	44-3	60-3	M.	Own.	Sag.	W&S.	57	20	Budd.	6	D-P.	Fargo. 90
Own.	Eng.	4	6.86	3-Cle.	Timken.	6.20	Wo. FF.	6.20	I-FW.	Hyd.	Pow.	385	E-Ds.	88	44-3	60-3	M.	Own.	Sag.	W&S.	58	20	Budd.	6	D-P.	Fargo. 94
Own.	Eng.	4	6.86	4-Cle.	Timken.	6.20	Wo. FF.	5.40	I-FW.	Hyd.	Pow.	385	E-Ds.	44	52-3	60-3	M.	Own.	Sag.	W&S.	62	20	Budd.	6	D-P.	Fargo. 95
B-L	Eng.	4	6.2	3-Blo.	Tim.	58200	SB. FF.	6.00	I-FW.	H-V.	Pow.	375	E-Ds.	45	44-2	60-3	M.	Tim.	Ross.	C&L.	20	20	Budd.	4	D-P.	Gramm. 175
B-L	Eng.	4	6.3	4-Blo.	Wise.	63317	DR. FF.	6.00	I-FW.	H-V.	Pow.	375	E-Ds.	31	44-2	60-3	M.	Tim.	Ross.	C&L.	20	20	Budd.	4	D-P.	Gramm. 178
Ful.	Eng.	4	6.3	4-Blo.	Wise.	12527	DR. FF.	6.00	I-FW.	A-P.	Pow.	576	E-Ds.	61.2	44-3	60-4	M.	Tim.	Ross.	C&L.	20	20	Budd.	4	D-P.	Gramm. 131
W-G.	Eng.	4	6.40	3-Spi.	Tim.	53200H	SB. FF.	5.14	I-FW.	Hyd.	Dir.	249	E-Ds.	40-2	50-3	M.	Tim.	Ross.	C&L.	20	20	Budd.	6	D-P.	Guilder. CB20	
B-L	Eng.	4	6.14	3-Spi.	Tim.	56200H	SB. FF.	6.17	I-FW.	Hyd.	Pow.	330	E-Ds.	42-2	52-3	M.	Tim.	Ross.	C&L.	20	20	Budd.	6	D-P.	Guilder. EB26	
B-L	Eng.	4	6.14	3-Spi.	Tim.	58200H	SB. FF.	6.14	I-FW.	Hyd.	Pow.	455	E-Ds.	42-3	60-3	M.	Tim.	Ross.	C&L.	20	20	Budd.	6	D-P.	Guilder. GB35	
B-L	Eng.	4	6.19	3-Spi.	Tim.	54200H	SB. FF.	5.83	I-FW.	Hyd.	Pow.	260	E-Ds.	40-2	50-3	M.	Tim.	Ross.	C&L.	20	20	Budd.	6	D-P.	Guilder. CB25	
B-L	Eng.	4	6.14	3-Spi.	Tim.	58200H	SB. FF.	6.14	I-FW.	Hyd.	Pow.	455	E-Ds.	42-3	60-3	M.	Tim.	Ross.	C&L.	20	20	Budd.	6	D-P.	Guilder. GB40	
B-L	Eng.	4	6.35	3-Spi.	Tim.	58252T	SB. FF.	6.14	I-FW.	A-P.	Pow.	455	E-Ds.	42-3	60-3	M.	Tim.	Ross.	C&L.	20	20	Budd.	6	D-P.	Guilder. GB45	
B-L	Eng.	4	6.35	3-Spi.	Tim.	58252TW	SB. FF.	6.14	I-FW.	A-P.	Pow.	455	E-Ds.	42-3	60-3	M.	Tim.	Ross.	C&L.	20	20	Budd.	6	D-P.	Guilder. GB50	
B-L	Eng.	4	6.66	4-Spi.	Tim.	56200H	SP. FF.	6.16	I-FW.	H-V.	Pow.	380	E-Ds.	45	39-2	60-3	M.	Tim.	Ross.	C&L.	20	20	Budd.	6	P.	Indiana. 14B
B-L	Eng.	4	6.66	4-Spi.	Tim.	54300H	SP. FF.	5.85	I-FW.	H-V.	Pow.	356	E-Ds.	48	37-2	60-3	M.	Tim.	Ross.	C&L.	20	20	Budd.	6	P.	Indiana. 12SB
Own.	Eng.	4	4.85	4-Spi.	Own.	BG DR	FF.	5.44	I-FW.	Vac.	Dir.	427	E-Ds.	144	44-2	54-3	M.	Own.	Ross.	C&L.	20	20	Budd.	4	D-P.	Mack. BG
Own.	Eng.	4	4.85	4-Spi.	Own.	AB DR	FF.	5.47	I-FW.	Vac.	Dir.	551	E-Ds.	144	44-3	63-3	M.	Own.	Cvn.	W&S.	20	20	Budd.	4	D-P.	Mack Interstate City EC
Own.	Eng.	4	4.85	4-Spi.	Own.	BC DR	FF.	5.47	I-FW.	Vac.	Dir.	551	E-Ds.	144	44-3	63-3	M.	Own.	Cvn.	W&S.	20	20	Budd.	4	D-P.	Mack Interstate City CL
SeU.	Eng.	4	4.52	3-SAC	Own.	CL DR	FF.	6.07	I-FW.	A-P.	Pow.	635	E-Ds.	102	60-3	62-3	M.	Own.	Ross.	C&L.	20	20	Budd.	4	D-P.	Mack Interstate City EK
Own.	SeU.	4	5.15	5-Spi.	Own.	BK DR	FF.	5.68	I-FW.	A-P.	Dir.	781	E-Ds.	144	48-3	70-3	M.	Own.	Ross.	C&L.	20	20	Budd.	4	D-P.	Indiana. 14B
Own.	SeU.	4	5.1	3-SAC	Own.	BT DR	FF.	5.18	I-FW.	A-P.	Dir.	710	E-Ds.	203	44-3	70-4	M.	Tim.	Ross.	C&L.	20	20	Budd.	4	D-P.	Indiana. 12SB
B-L	Eng.	4	5.18	3-Spi.	Tim.	65720W	Wo. FF.	6.00	I-FW.	Air.	Pow.	349	E-Ds.	44	41-2	60-3	M.	Shu.	Ross.	C&L.	20	20	Budd.	4	D-P.	Rehberger. E40
Own.	Eng.	4	6.60	3-Cle.	Own.	A1 SB.	FF.	6.14	I-FW.	Hyd.	Pow.	289	E-Ds.	49	42-2	54-2	M.	Own.	Ross.	C&L.	31	20	Mot.	7	D-P.	Reo. GB
Ful.	Eng.	4	4.82	4-Spi.	Eat.	2004	SB. 1/2F.	5.5	I-FW.	Vac.	Dir.	505	E-Ds.	44	38-2	54-2	M.	Est.	Ross.	C&L.	70	20	Erie.	4	C-M.	Studebaker. 111
Ful.	Eng.	4	4.82	3-Spi.	Eat.	2004	SB. 1/2F.	5.5	I-FW.	Vac.	Dir.	505	E-Ds.	44	38-2	54-2	M.	Est.	Ross.	C&L.	58	20	Erie.	4	C-M.	Studebaker. 99
Ful.	Eng.	4	4.82	3-Spi.	Eat.	1516	SB. 1/2F.	5.11	I-FW.	Vac.	Dir.	444	E-Ds.	44	38-2	54-2	M.	Est.	Ross.	C&L.	60	20	Erie.	4	C-M.	Studebaker. 88
B-L	Eng.	3	4.01	3-Cle.	Tim.	65401A1	BG	6.17	I-FW.	A-P.	Pow.	588	E-Ds.	701	56-3	56-3	M.	Tim.	Ross.	C&L.	20	20	Twin Coach.	19	D-P.	Twin Coach. 30A
B-L	Eng.	3	2.78	3-Cle.	Tim.	53600C3	BG	5.14	I-FW.	A-P.	Pow.	588	E-Ds.	45	46-2	56-3	M.	Tim.	Ross.	C&L.	66	20	Twin Coach.	40	D-P.	Twin Coach. 19
B-L	Eng.	3	4.01	4-Cle.	Tim.	65401A1	Wo. FF.	6.20	I-FW.	A-P.	Pow.	588	E-Ds.	141	60-4	60-4	M.	Tim.	Ross.	C&L.	48	18	Twin Coach.	20	D-P.	Twin Coach. 20
B-L	Eng.	3	4.01	3-Cle.	Tim.	56101A1	BG	6.17	I-FW.	A-P.	Pow.	588	E-Ds.	701	56-3	56-3	M.	Tim.	Ross.	C&L.	50	20	Twin Coach.	30	D-P.	Twin Coach. 15
B-L	Eng.	3	4.01	3-Cle.	Tim.	56101B2	BG	6.17	I-FW.	A-P.	Pow.	588	E-Ds.	701	56-3	56-3	M.	Tim.	Ross.</							

## AMERICAN STOCK

MAKE AND MODEL	Designed For	Number of Cylinders, Bore and Stroke (in.)	Rated H.P. (N.A.C.C.)	R.P.M. at Maximum Brake H.P.	Piston Displacement (Cu. In.)	Compression Ratio	Number of Point Suspension	CYLINDERS		CRANKCASE		VALVES		FRONT END DRIVE		PISTONS						
								Head	No. Cast in One Piece	Upper Half		Arrangement	Head Material	Clear Diameter (In.)	Lift (In.)	Type	Non-Metallic Gear Used On?	Material	Length (In.)	Weight (with Pins, Rings & Bushings) Ozs.	Diameter and Length (In.)	Piston Pins
										Integral with Cylinders?	Material											
Automatic	J51	T, Tr, Mar.	4-5 <sup>1</sup> / <sub>2</sub> x7	48.40	48-800	685.2	4.00	4	Int.	1	Sep. Iron. L. Sil.	2.25	.440	Spur.	None. CL.	7.00	100.0	1.43x4.62	Rod.			
Automatic	M 1	T, Tr, Mar.	4-6 <sup>1</sup> / <sub>2</sub> x8	67.10	62-675	1081.7	4.00	4	Int.	1	Sep. Iron. L. Sil.	2.50	.562	Spur.	None. CL.	9.00	356.0	1.68x1.12	Rod.			
Automatic	N 1	T, Tr, Mar.	4-7 <sup>1</sup> / <sub>2</sub> x9	89.80	75-540	1583.0	4.00	4	Int.	1	Sep. Iron. L. Sil.	3.00	.562	Spur.	None. CL.	10.50	548.0	2.00x7.12	Rod.			
Automatic	R 1	T, Tr, Mar.	4-8 <sup>1</sup> / <sub>2</sub> x10	111.50	103-500	2283.0	4.00	4	Int.	1	Sep. Iron. L. Sil.	3.25	.637	Spur.	None. CL.	12.31	752.0	2.43x8.00	Rod.			
Brennan	B-70	Tr, Buses	6-4x5	38.40	82-1600	414.7	4.50	3	Int.	3	Sep. Al. L. Sil.	2.12	.375	Heli.	None. CL.	4.75	50.0	1.17x3.62	4			
Brennan	B-100	Buses	6-4 <sup>1</sup> / <sub>2</sub> x5 <sup>1</sup> / <sub>2</sub>	45.90	107-1600	496.0	4.50	3	Int.	3	Sep. Al. L. Sil.	2.12	.375	Heli.	None. CL.	4.81	66.0	1.25x4.00	4			
Brennan	CE	Tr, Mar.	4-4 <sup>1</sup> / <sub>2</sub> x5	32.40	55-1500	318.1	4.50	3	Int.	4	Sep. Iron. L. Tun.	2.12	.375	Heli.	None. CL.	5.00	70.0	1.25x4.12	4			
Brennan	150	Tr, B.	6-3 <sup>1</sup> / <sub>2</sub> x6 <sup>1</sup> / <sub>2</sub>	48.60	150-2000	620.3	4.30	4	Int.	3	Sep. Al. L. Sil.	2.25	.375	Heli.	None. CL.	5.00	76.0	1.31x4.25	4			
Brennan	175	Tr, B.	6-6x6 <sup>1</sup> / <sub>2</sub>	175-2200	765.8	4.00	4	Int.	3	Sep. Iron. L. Sil.	2.50	.375	Heli.	None. CL.	5.25	80.0	1.50x4.75	4				
Buda	BA-5	Tr, B.	6-4 <sup>1</sup> / <sub>2</sub> x5 <sup>1</sup> / <sub>2</sub>	40.80	83-2100	411.0	5.30	3	Int.	6	Sep. Al. L. Sil.	2.12	.312 <sup>1</sup>	Heli.	None. CL.	5.00	64.0	1.50x3.12	4			
Buda	BU	Tr, B.	4-5x6 <sup>1</sup> / <sub>2</sub>	40.03	61-1400	510.5	3.90	3	Int.	4	Sep. Iron. L. Sil.	2.43	.317	Heli.	None. CL.	6.75	142.0	1.37x4.37	4			
Buda	BU3	Tr, B.	6-4x5 <sup>1</sup> / <sub>2</sub>	38.40	73-2300	338.4	4.30	3	Int.	6	Sep. Al. L. Sil.	2.12	.312 <sup>1</sup>	Heli.	None. CL.	5.00	64.0	1.50x3.18	4			
Buda	DW-6	Tr, B.	6-3 <sup>1</sup> / <sub>2</sub> x5	22.50	73-2400	331.0	4.50	3	Int.	6	Sep. Iron. L. ChN <sup>o</sup>	1.96 <sup>1</sup>	.312	Heli.	None. CL.	4.37	48.0	1.37x4.00	4			
Buda	EU	Tr, B.	4-4 <sup>1</sup> / <sub>2</sub> x5 <sup>1</sup> / <sub>2</sub>	28.90	49-1900	312.0	4.05	3	Int.	4	Sep. Iron. L. ChN <sup>o</sup>	1.12	.281	Heli.	None. CL.	5.37	81.0	1.12x1.68	4			
Buda	FR	Tr, B.	4-5 <sup>1</sup> / <sub>2</sub> x6 <sup>1</sup> / <sub>2</sub>	45.50	70-1300	617.7	4.10	3	Int.	4	Sep. Iron. L. Sil.	2.43	.317	Heli.	None. CL.	6.75	144.0	1.37x4.87	4			
Buda	GP-6	Tr, B.	51.20	126-1500	633.0	4.40	3	Int.	6	Sep. Al. L. Sil.	2.40	.317	Heli.	None. CL.	6.12	94.0	1.37x4.00	4				
Buda	GL-6	Tr, B.	6-4 <sup>1</sup> / <sub>2</sub> x6	45.63	114-1900	572.5	4.30	3	Int.	6	Sep. Al. L. Sil.	2.50	.317	Heli.	None. CL.	6.12	93.0	1.62x3.75	4			
Buda	H-173	Tr, B.	4-3 <sup>1</sup> / <sub>2</sub> x4 <sup>1</sup> / <sub>2</sub>	19.60	47-2300	173.2	4.75	3	Int.	4	Sep. Iron. P3. L. Sil.	1.50	.310	Heli.	Idler. CL.	3.75	37.0	1.12x3.00	4			
Buda	H-199	Tr, B.	4-3 <sup>1</sup> / <sub>2</sub> x4 <sup>1</sup> / <sub>2</sub>	22.50	55-2300	193.8	4.75	3	Int.	4	Sep. Iron. P3. L. Sil.	1.50	.310	Heli.	Idler. CL.	3.75	42.0	1.12x3.25	4			
Buda	H-205	Tr, B.	4-3 <sup>1</sup> / <sub>2</sub> x4 <sup>1</sup> / <sub>2</sub>	23.27	57-2300	205.0	4.75	3	Int.	4	Sep. Iron. P3. L. Sil.	1.50	.310	Heli.	Idler. CL.	3.75	42.0	1.12x3.22	4			
Buda	H-217	Tr, B.	4-3 <sup>1</sup> / <sub>2</sub> x4 <sup>1</sup> / <sub>2</sub>	23.25	47-1300	217.0	4.75	3	Int.	4	Sep. Iron. P3. L. Sil.	1.50	.310	Heli.	Idler. CL.	3.75	42.0	1.12x3.22	4			
Buda	H-253	Tr, B.	6-3 <sup>1</sup> / <sub>2</sub> x4 <sup>1</sup> / <sub>2</sub>	29.40	70-2300	259.9	5.25	3	Int.	6	Sep. Iron. P3. L. Sil.	1.50	.310	Heli.	Idler. CL.	3.75	37.0	1.12x3.00	4			
Buda	H-293	Tr, B.	6-3 <sup>1</sup> / <sub>2</sub> x4 <sup>1</sup> / <sub>2</sub>	33.75	83-2300	293.2	5.25	3	Int.	6	Sep. Iron. P3. L. ChN <sup>o</sup>	1.50	.310	Heli.	Idler. CL.	3.75	42.0	1.12x3.25	4			
Buda	H-325	Tr, B.	6-3 <sup>1</sup> / <sub>2</sub> x4 <sup>1</sup> / <sub>2</sub>	37.30	57-2300	241.6	5.30	3	Int.	6	Sep. Iron. P3. L. ChN <sup>o</sup>	1.50	.310	Heli.	Idler. CL.	3.87	46.0	1.12x3.81	4			
Buda	J-214	Tr, B.	6-3 <sup>1</sup> / <sub>2</sub> x4 <sup>1</sup> / <sub>2</sub>	27.34	61-3000	214.7	5.00	3	Int.	6	Sep. Iron. P3. L. Sil.	1.50	.317	Heli.	Idler. CL.	3.75	33.0	1.00x2.87	4			
Buda	JH-4	Tractors.	4-5x7 <sup>1</sup> / <sub>2</sub>	57.60	93-1200	893.0	4.28	3	Int.	2	Sep. Iron. L. Sil.	2.78	.312 <sup>1</sup>	Heli.	None. CL.	6.87	196.0	1.50x5.12	4			
Buda	JH-6	Tractors.	6-6x7 <sup>1</sup> / <sub>2</sub>	86.40	155-1200	1230.0	4.24	3	Int.	2	Sep. Iron. L. Sil.	2.78	.437	Heli.	None. CL.	6.87	196.0	2.00x5.12	4			
Buda	JV-4	Tractors.	4-5 <sup>1</sup> / <sub>2</sub> x7 <sup>1</sup> / <sub>2</sub>	52.90	83-1200	749.0	3.83	3	Int.	2	Sep. Iron. L. Sil.	2.78	.312 <sup>1</sup>	Heli.	None. CL.	6.87	172.0	1.50x4.87	4			
Buda	JV-6	Tractors.	6-5 <sup>1</sup> / <sub>2</sub> x7 <sup>1</sup> / <sub>2</sub>	79.30	142-1200	1129.5	3.83	4	Int.	2	Sep. Iron. L. Sil.	2.78	.437	Heli.	None. CL.	6.87	172.0	2.00x4.87	4			
Buda	K-325	Tr, B.	6-3 <sup>1</sup> / <sub>2</sub> x4 <sup>1</sup> / <sub>2</sub>	34.80	87-2300	325.0	4.80	3	Int.	6	Sep. Iron. P3. L. Sil.	1.50	.400	Heli.	None. CL.	4.37	59.5	1.25x3.22	4			
Buda	K-352	Tr, B.	6-4 <sup>1</sup> / <sub>2</sub> x4 <sup>1</sup> / <sub>2</sub>	33.09	99-2300	363.0	4.80	3	Int.	6	Sep. Iron. P3. L. Sil.	1.50	.400	Heli.	None. CL.	4.37	63.5	1.25x3.47	4			
Buda	K-393	Tr, B.	6-4 <sup>1</sup> / <sub>2</sub> x4 <sup>1</sup> / <sub>2</sub>	42.07	103-2600	330.0	4.80	3	Int.	6	Sep. Iron. P3. L. Sil.	1.50	.400	Heli.	None. CL.	4.37	65.5	1.25x3.47	4			
Buda	K-423	Tr, B.	6-4 <sup>1</sup> / <sub>2</sub> x4 <sup>1</sup> / <sub>2</sub>	45.90	107-2600	423.0	4.80	3	Int.	6	Sep. Iron. P3. L. Sil.	1.50	.400	Heli.	None. CL.	5.00	64.0	1.50x3.18	4			
Buda	KT-281	Tractors.	4-4 <sup>1</sup> / <sub>2</sub> x5 <sup>1</sup> / <sub>2</sub>	27.25	50-1750	291.0	4.00	3	Int.	4	Sep. Iron. L. Sil.	2.78	.312 <sup>1</sup>	Heli.	None. CL.	4.37	59.5	1.25x3.47	4			
Buda	L-468	Tr, B.	6-4 <sup>1</sup> / <sub>2</sub> x5 <sup>1</sup> / <sub>2</sub>	43.30	103-2400	408.0	4.80	3	Int.	6	Sep. Iron. P3. L. Sil.	1.50	.400	Heli.	Idler. CL.	4.75	85.0	1.25x3.47	4			
Buda	L-525	Tr, B.	6-4 <sup>1</sup> / <sub>2</sub> x5 <sup>1</sup> / <sub>2</sub>	48.60	111-2200	525.0	4.80	3	Int.	6	Sep. Iron. P3. L. Sil.	1.50	.400	Heli.	Idler. CL.	4.75	84.0	1.25x3.47	4			
Buda	WTU	C, T, B, Tr.	4-3 <sup>1</sup> / <sub>2</sub> x5 <sup>1</sup> / <sub>2</sub>	32.40	50-1400	351.7	4.10	3	Int.	4	Sep. Iron. L. Sil.	2.37	.280 <sup>1</sup>	Heli.	None. CL.	4.50	42.0	1.37x3.00	4			
Buda	YRC	Tractors.	4-4 <sup>1</sup> / <sub>2</sub> x6 <sup>1</sup> / <sub>2</sub>	36.00	58-1400	425.3	3.90	3	Int.	4	Sep. Iron. L. Sil.	2.37	.280 <sup>1</sup>	Heli.	None. CL.	6.12	111.0	1.43x4.11	4			
Buda	HM-173	Marine.	4-3 <sup>1</sup> / <sub>2</sub> x4 <sup>1</sup> / <sub>2</sub>	19.60	48-2300	173.2	5.25	4	Int.	4	Sep. Iron. L. Sil.	1.50	.310	Heli.	Idler. CL.	3.75	37.0	1.12x3.00	4			
Buda	HM-193	Marine.	4-3 <sup>1</sup> / <sub>2</sub> x4 <sup>1</sup> / <sub>2</sub>	22.50	55-2300	198.8	5.25	4	Int.	4	Sep. Iron. L. Sil.	1.50	.310	Heli.	Idler. CL.	3.75	42.0	1.12x3.25	4			
Buda	HM-205	Marine.	4-3 <sup>1</sup> / <sub>2</sub> x4 <sup>1</sup> / <sub>2</sub>	23.27	57-2300	205.0	5.30	4	Int.	4	Sep. Iron. L. Sil.	1.50	.310	Heli.	Idler. CL.	3.75	42.0	1.12x3.22	4			
Buda	HM-298	Marine.	6-3 <sup>1</sup> / <sub>2</sub> x4 <sup>1</sup> / <sub>2</sub>	33.75	81-2300	292.9	5.25	4	Int.	6	Sep. Iron. L. Sil.	1.50	.310	Heli.	Idler. CL.	3.75	42.0	1.12x3.25	4			
Buda	KM-369	Marine.	6-3 <sup>1</sup> / <sub>2</sub> x4 <sup>1</sup> / <sub>2</sub>	39.60	97-2600	369.0	5.30	4	Int.	6	Sep. Iron. L. Sil.	1.50	.310	Heli.	Idler. CL.	4.37	63.5	1.25x3.47	4			
Buda	KM-422	Marine.	6-4 <sup>1</sup> / <sub>2</sub> x4 <sup>1</sup> / <sub>2</sub>	45.90	105-2400	428.0	5.30	4	Int.	6	Sep. Iron. L. Sil.	1.50	.310	Heli.	Idler. CL.	4.37	68.3	1.25x3.82	4			
Buda	LM-453	Marine.	6-4 <sup>1</sup> / <sub>2</sub> x4 <sup>1</sup> / <sub>2</sub>	43.30	111-2400	463.0	5.20	4	Int.	6	Sep. Iron. L. Sil.	1.50	.310	Heli.	Idler. CL.	4.75	88.0	1.25x3.47	4			
Buda	LM-525	Marine.	6-4 <sup>1</sup> / <sub>2</sub> x5 <sup>1</sup> / <sub>2</sub>	48.60	121-2200	525.0	5.20	4	Int.	6	Sep											

## ENGINES

CONNECTING RODS		CRANKSHAFT					OILING SYSTEM	WATER CIRCULATION	GOVERNOR			MISCELLANEOUS			MAKE AND MODEL										
		Material	Center to Center Length (In.)	Weight (with Bushings and Cap) Ozs.	Offset (In.)	Counterbalances Used?	Crank Pin Number	Main Bearings		Pressure to Pump Type	Type	Pump Type	Furnished?	Type	Maximum Governed Speed (R.P.M.)	Speed at which Maximum Torque is Developed (R.P.M.)	Weight (without Carburetor or Ignition) Lbs.	Adapted for Use of Kerosene?	Overall Dimensions (In.)						
								Diameter and Length (In.)	Front																
								Number	Front																
Car.	14.00	144.0	Car.	None.	No.	2.25x2.75	5	2.25x4.75	2.25x4.00	Splash.	Gear.	Pump.	Cent.	Stk.	Cent.	Opt.	800	1650	Yes.	85 <sup>1</sup> <sub>2</sub>	19 <sup>1</sup> <sub>2</sub>	35 <sup>1</sup> <sub>2</sub>	None.	Automatic	J51
Car.	17.00	240.0	Car.	None.	No.	2.75x3.00	5	2.75x6.75	2.75x5.00	Splash.	Gear.	Pump.	Cent.	Stk.	Cent.	Opt.	675	2700	Yes.	26	43	70 <sup>1</sup> <sub>2</sub>	None.	Automatic	M
Car.	19.00	498.0	Car.	None.	No.	3.00x3.50	5	3.00x7.00	3.00x6.00	Splash.	Gear.	Pump.	Cent.	Stk.	Cent.	Opt.	560	3750	Yes.	30	48	78 <sup>1</sup> <sub>2</sub>	None.	Automatic	N
Car.	21.00	728.0	Car.	None.	No.	3.50x4.25	5	3.50x6.50	3.50x5.12	Splash.	Gear.	Pump.	Cent.	Stk.	Cent.	Opt.	500	4700	Yes.	32	53 <sup>1</sup> <sub>2</sub>	86 <sup>1</sup> <sub>2</sub>	None.	Automatic	R
Als.	11.00	60.0	Ch.N.	None.	No.	2.50x2.00	3	2.50x2.50	2.75x3.25	abede.	Gear.	Pump.	Cent.	Opt.	1200	1200	800	25 <sup>1</sup> <sub>2</sub>	33 <sup>1</sup> <sub>2</sub>	47 <sup>1</sup> <sub>2</sub>	3	Brennan.	II-70		
Als.	11.00	60.0	Ch.N.	None.	No.	2.50x2.00	3	2.50x3.50	2.75x4.25	abede.	Gear.	Pump.	Cent.	Opt.	1400	900	600	21	29 <sup>1</sup> <sub>2</sub>	37 <sup>1</sup> <sub>2</sub>	3	Brennan.	B-100		
Als.	11.00	60.0	Ch.N.	None.	No.	2.50x2.00	3	2.50x3.00	2.62x3.00	abede.	Gear.	Pump.	Cent.	Opt.	1500	1200	950	22	40	54	1	Brennan.	CE		
Als.	12.00	64.0	Ch.N.	None.	No.	2.62x2.25	7	2.50x3.00	2.62x3.00	abede.	Gear.	Pump.	Cent.	Opt.	1500	1400	1050	22	40	54	1	Brennan.	150		
Als.	12.00	80.0	Ch.N.	None.	No.	2.62x2.50	4	2.50x3.12	2.50x3.50	abede.	Gear.	Pump.	Cent.	Opt.	2000	1000	985	25 <sup>1</sup> <sub>2</sub>	37 <sup>1</sup> <sub>2</sub>	49 <sup>1</sup> <sub>2</sub>	3	Buda.	BA-6		
As.	11.25	94.0	Car.	None.	No.	2.50x2.12	4	2.50x2.12	2.50x3.50	abede.	Gear.	Pump.	Cent.	Opt.	1100	800	1409	28 <sup>1</sup> <sub>2</sub>	50 <sup>1</sup> <sub>2</sub>	52 <sup>1</sup> <sub>2</sub>	1	Buda.	BTU		
As.	14.37	163.0	Car.	None.	No.	2.50x3.12	3	2.50x4.12	2.62x4.99	abede.	Gear.	Pump.	Cent.	Opt.	2000	800	920	25 <sup>1</sup> <sub>2</sub>	37 <sup>1</sup> <sub>2</sub>	49 <sup>1</sup> <sub>2</sub>	3	Buda.	BUS		
Car.	10.75	67.0	Car.	None.	No.	2.50x1.87	4	2.50x2.02	2.50x2.87	abede.	Gear.	Pump.	Cent.	Opt.	2000	1000	870	25 <sup>1</sup> <sub>2</sub>	30 <sup>1</sup> <sub>2</sub>	46 <sup>1</sup> <sub>2</sub>	3	Buda.	DW-6		
As.	12.25	113.0	Car.	None.	No.	2.12x2.50	3	2.12x3.09	2.37x3.94	abede.	Gear.	Pump.	Cent.	Opt.	1500	1050	968	25 <sup>1</sup> <sub>2</sub>	34 <sup>1</sup> <sub>2</sub>	44 <sup>1</sup> <sub>2</sub>	3	Buda.	ETU		
As.	14.37	163.0	Car.	None.	No.	2.50x3.12	3	2.50x4.12	2.62x4.99	abede.	Gear.	Pump.	Cent.	Opt.	1100	700	1430	28 <sup>1</sup> <sub>2</sub>	40 <sup>1</sup> <sub>2</sub>	52 <sup>1</sup> <sub>2</sub>	1	Buda.	FR		
As.	13.25	138.6	Car.	None.	No.	3.00x2.25	4	3.00x2.25	3.00x3.69	abede.	Gear.	Pump.	Cent.	Opt.	1650	1100	1265	28 <sup>1</sup> <sub>2</sub>	43 <sup>1</sup> <sub>2</sub>	53 <sup>1</sup> <sub>2</sub>	1	Buda.	GF-6		
As.	13.25	138.6	Car.	None.	No.	3.00x2.25	4	3.00x2.25	3.00x3.69	abede.	Gear.	Pump.	Cent.	Opt.	1650	1100	1265	28 <sup>1</sup> <sub>2</sub>	43 <sup>1</sup> <sub>2</sub>	53 <sup>1</sup> <sub>2</sub>	1	Buda.	GL-6		
Car.	9.50	42.0	Car.	None.	No.	2.12x1.02	5	3.00x1.50	3.00x2.12	abede.	Gear.	Pump.	Cent.	Opt.	2400	1200	515	26	29 <sup>1</sup> <sub>2</sub>	31 <sup>1</sup> <sub>2</sub>	4	Buda.	H-173		
Car.	9.50	42.0	Car.	None.	No.	2.12x1.02	5	3.00x1.50	3.00x2.12	abede.	Gear.	Pump.	Cent.	Opt.	2400	1200	520	26	29 <sup>1</sup> <sub>2</sub>	31 <sup>1</sup> <sub>2</sub>	4	Buda.	H-199		
Car.	9.50	42.0	Car.	None.	No.	2.12x1.02	5	3.00x1.50	3.00x2.12	abede.	Gear.	Pump.	Cent.	Opt.	2400	1200	525	26	29 <sup>1</sup> <sub>2</sub>	31 <sup>1</sup> <sub>2</sub>	4	Buda.	H-205		
Car.	9.50	42.0	Car.	None.	No.	2.12x1.02	5	3.00x1.50	3.00x2.12	abede.	Gear.	Pump.	Cent.	Opt.	2400	1200	540	25 <sup>1</sup> <sub>2</sub>	31 <sup>1</sup> <sub>2</sub>	38 <sup>1</sup> <sub>2</sub>	4	Buda.	H-217		
Car.	9.50	42.0	Car.	None.	No.	2.12x1.02	5	3.00x1.50	3.00x2.12	abede.	Gear.	Pump.	Cent.	Opt.	2400	1200	660	25 <sup>1</sup> <sub>2</sub>	29 <sup>1</sup> <sub>2</sub>	40 <sup>1</sup> <sub>2</sub>	3, 4	Buda.	H-260		
Car.	9.50	42.0	Car.	None.	No.	2.12x1.02	5	3.00x1.50	3.00x2.12	abede.	Gear.	Pump.	Cent.	Opt.	2400	1200	675	25 <sup>1</sup> <sub>2</sub>	29 <sup>1</sup> <sub>2</sub>	40 <sup>1</sup> <sub>2</sub>	3	Buda.	H-298		
Car.	9.75	48.0	Car.	None.	No.	2.37x1.75	7	2.37x1.75	2.37x2.75	abede.	Gear.	Pump.	Cent.	Opt.	2100	1200	730	25 <sup>1</sup> <sub>2</sub>	32 <sup>1</sup> <sub>2</sub>	44 <sup>1</sup> <sub>2</sub>	3	Buda.	HS-6		
Car.	8.50	36.0	Car.	None.	No.	2.00x1.50	7	2.50x1.37	2.50x1.87	abede.	Gear.	Pump.	Cent.	Opt.	2500	1000	560	25 <sup>1</sup> <sub>2</sub>	31 <sup>1</sup> <sub>2</sub>	38 <sup>1</sup> <sub>2</sub>	4	Buda.	J-214		
As.	14.62	227.2	Car.	None.	No.	1.50x2.75	3	3.00x4.75	3.00x4.75	abede.	Gear.	Pump.	Cent.	Opt.	1000	800	1925	30	44 <sup>1</sup> <sub>2</sub>	58 <sup>1</sup> <sub>2</sub>	10	Buda.	JH-4		
As.	15.25	239.0	Car.	Yes.	No.	3.50x3.14	4	3.50x4.75	3.50x4.75	abede.	Gear.	Pump.	Cent.	Opt.	1200	400	3210	28 <sup>1</sup> <sub>2</sub>	43	74 <sup>1</sup> <sub>2</sub>	10	Buda.	JH-6		
As.	14.62	227.2	Car.	None.	No.	1.50x2.75	3	3.00x4.75	3.00x4.75	abede.	Gear.	Pump.	Cent.	Opt.	1000	750	1925	30	44 <sup>1</sup> <sub>2</sub>	58 <sup>1</sup> <sub>2</sub>	10	Buda.	JV-4		
As.	15.25	239.0	Car.	Yes.	No.	3.50x3.14	4	3.50x4.75	3.50x4.75	abede.	Gear.	Pump.	Cent.	Opt.	1200	400	3210	28 <sup>1</sup> <sub>2</sub>	43	74 <sup>1</sup> <sub>2</sub>	10	Buda.	JV-6		
Car.	9.50	58.0	Car.	None.	No.	2.37x1.75	7	3.00x1.75	3.00x2.50	abede.	Gear.	Pump.	Cent.	Opt.	2500	1100	900	25 <sup>1</sup> <sub>2</sub>	30 <sup>1</sup> <sub>2</sub>	47 <sup>1</sup> <sub>2</sub>	3	Buda.	K-325		
Car.	9.50	58.0	Car.	None.	No.	2.37x1.75	7	3.00x1.75	3.00x2.50	abede.	Gear.	Pump.	Cent.	Opt.	2300	1100	900	25 <sup>1</sup> <sub>2</sub>	30 <sup>1</sup> <sub>2</sub>	47 <sup>1</sup> <sub>2</sub>	3	Buda.	K-369		
Car.	9.50	58.0	Car.	None.	No.	2.37x1.75	7	3.00x1.75	3.00x2.50	abede.	Gear.	Pump.	Cent.	Opt.	2200	1200	900	25 <sup>1</sup> <sub>2</sub>	30 <sup>1</sup> <sub>2</sub>	47 <sup>1</sup> <sub>2</sub>	3	Buda.	K-393		
Car.	11.25	83.0	Car.	None.	No.	2.00x2.25	3	1.87x2.87	2.12x3.44	abede.	Gear.	Pump.	Cent.	Opt.	1700	1000	840	25 <sup>1</sup> <sub>2</sub>	33 <sup>1</sup> <sub>2</sub>	40 <sup>1</sup> <sub>2</sub>	3	Buda.	KTU		
Car.	11.25	89.0	Car.	None.	No.	2.00x2.25	3	1.87x2.87	2.12x3.44	abede.	Gear.	Pump.	Cent.	Opt.	1500	1000	875	25 <sup>1</sup> <sub>2</sub>	33 <sup>1</sup> <sub>2</sub>	40 <sup>1</sup> <sub>2</sub>	3	Buda.	KT-281		
Car.	11.00	66.0	Car.	None.	No.	2.37x1.75	7	3.00x1.75	3.00x2.50	abede.	Gear.	Pump.	Cent.	Opt.	2000	900	950	25 <sup>1</sup> <sub>2</sub>	33 <sup>1</sup> <sub>2</sub>	47 <sup>1</sup> <sub>2</sub>	3	Buda.	L-468		
Car.	11.00	66.0	Car.	None.	No.	2.37x1.75	7	3.00x1.75	3.00x2.50	abede.	Gear.	Pump.	Cent.	Opt.	1800	1000	660	25 <sup>1</sup> <sub>2</sub>	33 <sup>1</sup> <sub>2</sub>	47 <sup>1</sup> <sub>2</sub>	3	Buda.	L-525		
Car.	11.25	83.0	Car.	None.	No.	2.25x3.00	3	2.50x3.00	3.00x4.08	abede.	Gear.	Pump.	Cent.	Opt.	1200	800	1150	25 <sup>1</sup> <sub>2</sub>	36 <sup>1</sup> <sub>2</sub>	47 <sup>1</sup> <sub>2</sub>	3	Buda.	WTU		
As.	13.25	133.7	Car.	None.	No.	3.00x2.25	4	3.00x2.25	3.00x3.69	abede.	Gear.	Pump.	Cent.	Opt.	1400	1200	1087	25 <sup>1</sup> <sub>2</sub>	36 <sup>1</sup> <sub>2</sub>	47 <sup>1</sup> <sub>2</sub>	3	Buda.	YTU		
Car.	9.50	42.0	Car.	None.	No.	2.12x1.62	7	3.00x1.50	3.00x2.12	abede.	Gear.	Pump.	Cent.	Opt.	1200	715	1200	25 <sup>1</sup> <sub>2</sub>	27 <sup>1</sup> <sub>2</sub>	43 <sup>1</sup> <sub>2</sub>	Opt.	Buda.	HM-199		
Car.	9.50	42.0	Car.	None.	No.	2.12x1.62	7	3.00x1.50	3.00x2.12	abede.	Gear.	Pump.	Cent.	Opt.	1200	715	1200	25 <sup>1</sup> <sub>2</sub>	27 <sup>1</sup> <sub>2</sub>	43 <sup>1</sup> <sub>2</sub>	Opt.	Buda.	HM-285		
Car.	9.50	58.0	Car.	None.	No.	2.37x1.75	7	3.00x1.75	3.00x2.50	abede.	Gear.	Pump.	Cent.	Opt.	1100	1250	1100	24 <sup>1</sup> <sub>2</sub>	29 <sup>1</sup> <sub>2</sub>	60 <sup>1</sup> <sub>2</sub>	Yes.	Buda.	KM-369		
Car.	9.50	58.0	Car.	None.	No.	2.37x1.75	7	3.00x1.7																	

## AMERICAN STOCK

MAKE AND MODEL	Designed For	Number of Cylinders, Bore and Stroke (In.)	Rated H.P. (N.A.C.C.)	R.P.M. at Maximum Brake H.P.	Piston Displacement (Cu. In.)	Compression Ratio	Number of Point Suspension	CYLINDERS	CRANKCASE		VALVES		FRONT END DRIVE		PISTONS		Number of Rings per Piston Material							
									Head	No. Cast in One Piece	Integral with Cylinders?	Material	Head Material	Arrangement	Clear Diameter (In.)	Lift (In.)	Type	Non-Metallic Gear Used On?	Material	Length (In.)	Weight (with Pins, Ring & Bushings) O.S.	Diameter and Length (In.)	Piston Pins In.	
Climax.	H4B	Tractors.	4-5 1/2 x 6 1/4	42.0	70-1200	516.0	4.1	3	Det.	4	Int.	SS.	Iron.	I.	Sil.	2.12	.437	Heli.	None.	CI.	5.87	142.0	1.50x4.31	4
Climax.	R6U	Tractors.	6-6x7	86.4	140-1200	1187.4	4.42	4	Det.	2	Int.	SS.	Iron.	L.	Sil.	2.50	.575	Heli.	None.	CI.	6.94	216.0	1.48x5.37	4
Continental.	22A	Cars.	6-3 1/2 x 4	25.35	71.5-3300	199.1	5.48	4	Det.	6	Int.	PS.	Iron.	L.	ChN <sup>o</sup>	1.56†	.344	Chain.	Als.	3.94	85.2x2.75	4		
Continental.	25A	Trucks.	6-3 1/2 x 4	27.34	72-3400	214.7	4.93	3	Det.	6	Int.	PS.	Iron.	L.	ChN <sup>o</sup>	1.56†	.344	Chain.	Als.	3.94	86x2.87	4		
Continental.	30A	Cars.	6-3 1/2 x 4	25.3	72-3400	199.0	5.46	4	Det.	6	Int.	PS.	Iron.	L.	ChN <sup>o</sup>	1.56†	.344	Chain.	Als.	3.94	86x2.75	4		
Continental.	32A	Cars.	6-3 1/2 x 4	27.34	74-3400	214.7	5.46	4	Det.	6	Int.	PS.	Iron.	L.	ChN <sup>o</sup>	1.56†	.344	Chain.	Als.	3.94	86x2.87	4		
Continental.	40A	Cars.	6-3 1/2 x 4	27.34	75-3600	214.7	5.46	4	Det.	6	Int.	PS.	Iron.	L.	ChN <sup>o</sup>	1.70†	.344	Chain.	Als.	3.94	86x2.87	4		
Continental.	16C	Trucks.	6-3 1/2 x 4 1/2	27.34	70-3000	248.2	5.00	Opt.	Det.	6	Int.	PS.	Iron.	L.	ChN <sup>o</sup>	1.69†	.312	Chain.	CNI.	3.94	86x2.87	4		
Continental.	17E	Trucks.	6-3 1/2 x 4	27.33	63.5-3000	214.7	4.77	3	Det.	6	Int.	PS.	Iron.	L.	ChN <sup>o</sup>	1.56†	.312	Chain.	Al.	3.94	86x2.87	4		
Continental.	18E	Cars, T.	6-3 1/2 x 4	27.33	61-3000	214.7	4.93	3	Det.	6	Int.	PS.	Iron.	L.	ChN <sup>o</sup>	1.56†	.312	Chain.	Als.	3.94	86x2.87	4		
Continental.	8F	Cars.	6-2 1/2 x 4 1/2	16.54	40-3200	146.12	5.46	4	Det.	6	Int.	PS.	Iron.	L.	ChN <sup>o</sup>	1.44†	.312	Chain.	CNI.	3.00	73x2.16	4		
Continental.	9F	Cars.	6-2 1/2 x 4 1/2	18.15	44-3200	160.4	4.87	4	Det.	6	Int.	PS.	Iron.	L.	ChN <sup>o</sup>	1.44†	.312	Chain.	CNI.	3.00	73x2.28	4		
Continental.	15H	T. Buses.	6-4 1/2 x 4 1/2	48.6	105-2000	548.7	4.32	3	Det.	6	Sep.	Al.	Al.	L.	ChN <sup>o</sup>	2.36†	.374	Heli.	None.	Als.	5.94	1.50x3.72	5	
Continental.	16H	T. Buses.	6-4 1/2 x 5 1/2	54.5	120-2000	611.34	4.07	3	Det.	6	Sep.	Al.	Al.	L.	ChN <sup>o</sup>	2.36†	.375	Heli.	None.	Als.	6.25	1.50x4.06	4	
Continental.	12K	Cars.	8-3 1/2 x 4 1/2	36.45	114-3300	322.85	5.10	4	Det.	8	Int.	PS.	Iron.	L.	ChN <sup>o</sup>	1.62†	.370	Chain.	Al.	3.94	86x2.87	4		
Continental.	13K	Cars.	8-3 1/2 x 4 1/2	36.45	114-3300	322.85	5.10	4	Det.	8	Int.	PS.	Iron.	L.	ChN <sup>o</sup>	1.62†	.370	Chain.	Al.	3.94	86x2.87	4		
Continental.	8R	Taxis.	6-3 1/2 x 4 1/2	27.34	56.8-2600	241.55	4.18	3	Det.	6	Sep.	Al.	PS.	L.	ChN <sup>o</sup>	1.62	.312	Heli.	None.	CNI.	4.06	86x3.01	4	
Continental.	11R	T. Buses.	6-3 1/2 x 4 1/2	36.00	67.5-2600	291.88	4.35	3	Det.	6	Int.	ChN <sup>o</sup>	PS.	I.	ChN <sup>o</sup>	2.06†	.375	Chain.	CNI.	4.91	1.25x3.31	4		
Continental.	16R	T. Buses.	6-3 1/2 x 4 1/2	38.40	78.5-2400	214.71	4.07	3	Det.	6	Int.	ChN <sup>o</sup>	PS.	I.	ChN <sup>o</sup>	2.06†	.375	Chain.	CNI.	5.28	1.25x3.44	4		
Continental.	18R	T. Buses.	6-3 1/2 x 4 1/2	38.40	81-2500	338.04	4.20	3	Det.	6	Int.	ChN <sup>o</sup>	PS.	I.	ChN <sup>o</sup>	2.06†	.375	Chain.	CNI.	5.28	1.25x3.44	4		
Continental.	20R	T. Buses.	6-4 1/2 x 4 1/2	49.0	87-2500	380.84	4.21	3	Det.	6	Int.	ChN <sup>o</sup>	PS.	I.	ChN <sup>o</sup>	2.06†	.375	Chain.	CNI.	5.28	1.25x3.44	4		
Continental.	21R	T. Buses.	6-4 1/2 x 4 1/2	46.0	102-2400	428.4	4.24	3	Det.	6	Int.	ChN <sup>o</sup>	PS.	I.	ChN <sup>o</sup>	2.06†	.408	Chain.	CNI.	5.19	1.25x3.69	4		
Continental.	22R	T. Buses.	6-4 1/2 x 5 1/2	48.6	121-2400	501.04	4.22	3	Det.	6	Int.	ChN <sup>o</sup>	PS.	I.	ChN <sup>o</sup>	2.12†	.450	Chain.	Al.	5.94	1.50x3.72	4		
Continental.	H5	Trucks.	4-3 1/2 x 4 1/2	32.60	73-2700	288.34	4.67	3	Det.	6	Int.	ChN <sup>o</sup>	PS.	I.	ChN <sup>o</sup>	2.06†	.406	Heli.	None.	CNI.	5.31	1.25x3.09	4	
Continental.	E600	Trucks.	6-3 1/2 x 4 1/2	36.00	80-2650	318.45	4.54	3	Det.	6	Int.	ChN <sup>o</sup>	PS.	I.	ChN <sup>o</sup>	2.06†	.406	Heli.	None.	CNI.	5.31	1.25x3.09	4	
Continental.	E601	Trucks.	6-3 1/2 x 4 1/2	36.00	80-2650	318.45	4.54	3	Det.	6	Int.	ChN <sup>o</sup>	PS.	I.	ChN <sup>o</sup>	2.06†	.406	Heli.	None.	CNI.	5.31	1.25x3.09	4	
Continental.	E602	Trucks.	6-4 1/2 x 4 1/2	40.80	90-2550	360.74	4.66	3	Det.	6	Int.	ChN <sup>o</sup>	PS.	I.	ChN <sup>o</sup>	2.06†	.406	Heli.	None.	CNI.	5.31	1.25x3.44	4	
Continental.	E603	Trucks.	6-4 1/2 x 4 1/2	43.35	95-2500	383.04	4.57	3	Det.	6	Int.	ChN <sup>o</sup>	PS.	I.	ChN <sup>o</sup>	2.06†	.406	Heli.	None.	CNI.	5.31	1.25x3.44	4	
R800	Cars.	8-3 1/2 x 4	28.80	91-3200	268.6	5.37	4	Det.	8	Int.	PS.	Iron.	L.	ChN <sup>o</sup>	1.51†	.343	Chain.	Als.	3.62	86x2.50	4			
Continental.	PY	Cars.	4-2 1/2 x 3 1/2	12.10	29.5-3400	74.83	5.48	4	Det.	4	Int.	PS.	Iron.	L.	ChN <sup>o</sup>	1.19	.246	Chain.	Al.	2.97	70x2.37	3		
Continental.	S800	Cars.	8-3 1/2 x 4	28.80	91-3200	268.6	5.37	4	Det.	8	Int.	PS.	Iron.	L.	ChN <sup>o</sup>	1.51†	.343	Chain.	Als.	3.62	86x2.50	4		
Continental.	S10	Tractors.	4-4 1/2 x 5	28.80	50-1800	283.72	4.18	4	Det.	4	Int.	ChN <sup>o</sup>	PS.	I.	ChN <sup>o</sup>	2.11	.312	Gear.	None.	CNI.	4.75	1.50x3.50	4	
Continental.	W10	Trucks.	4-3 1/2 x 4 1/2	24.02	50-2700	200.48	4.74	3	Det.	4	Int.	ChN <sup>o</sup>	PS.	I.	ChN <sup>o</sup>	1.83†	.343	Chain.	Al.	4.44	1.00x3.40	4		
Continental.	W20	Trucks.	4-4 1/2 x 4 1/2	27.22	53.5-2400	221.74	4.69	3	Det.	4	Int.	ChN <sup>o</sup>	PS.	I.	ChN <sup>o</sup>	1.83†	.343	Chain.	Al.	4.44	1.00x3.56	4		
Continental.	14W	Cars.	8-3 1/2 x 4	31.25	82.5-3400	245.4	5.24	4	Det.	8	Int.	ChN <sup>o</sup>	PS.	I.	ChN <sup>o</sup>	1.53†	.320	Chain.	CI.	3.62	80x2.94	4		
Elico.	F-42	Marine.	4-5x6	40.0	90-1600	471.05	4.04	4	Det.	2	Sep.	SS.	F.	Sil-e.	2.50	.307	Heli.	None.	Als.	6.12	77.0	1.37x4.17	Flo.	
Elico.	F-62	Marine.	6-5x6	60.0	145-1600	707.05	4.04	4	Det.	2	Sep.	SS.	F.	Sil-e.	2.50	.307	Heli.	None.	Als.	6.12	77.0	1.37x4.17	Flo.	
Erd.	S-4M	Marine.	4-3 1/2 x 5	42.5-2100	179.04	75.45	4	Det.	4	Int.	SS.	Al.	L.	Sil.	...	...	Spur.	None.	CI.	4.00	34.0	87x3.19	3	
Farr.	4-25	Marine.	4-3 1/2 x 4	33.75	96.5-2800	331.44	5.30	4	Det.	4	Int.	Iron.	Iron.	L.	Sil.	1.25†	.312	Heli.	None.	Al.	3.06	20.0	75x2.87	3
Farr.	4-45	Marine.	4-3 1/2 x 4	46-3200	134.05	5.30	4	Det.	4	Int.	Iron.	Iron.	L.	Sil.	1.25†	.312	Heli.	None.	Al.	3.06	20.0	75x2.87	3	
Farr.	6-60	Marine.	6-3 1/2 x 4	57-2200	228.05	5.75	4	Det.	6	Int.	Iron.	Iron.	L.	Sil.	1.50†	.375	Heli.	None.	Al.	4.37	31.0	1.00x3.87	4	
Farr.	6-80	Marine.	6-3 1/2 x 4	77-2200	282.05	5.75	4	Det.	6	Int.	Iron.	Iron.	L.	Sil.	1.50†	.375	Heli.	None.	Al.	4.12	36.0	1.00x3.37	4	
Farr.	6-82	Marine.	6-3 1/2 x 4	99-3400	228.05	5.75	4	Det.	6	Int.	Iron.	Iron.	L.	Sil.	1.50†	.375	Heli.	None.	Al.	4.37	31.0	1.00x3.87	4	
Farr.	6-102	Marine.	6-3 1/2 x 4	99-3400	282.05	5.75	4	Det.	6	Int.	Iron.	Iron.	L.	Sil.	1.75	.406	Chain.	Al.	5.03	70.22	1.37x4.47	4		
G. M. T.	257	T. Taxis.	6-3 1/2 x 4	28.33	78-2800	257.54	5.50	3	Det.	6	Sep.	Iron.	PS.	I.	ChN <sup>o</sup>	1.56	.328	Heli.	Cam.	CI.	3.97	39.37	87x2.97	3
G. M. T.																								

## ENGINES—Continued

CONNECTING RODS		CRANKSHAFT						OILING SYSTEM		WATER CIRCULATION		GOVERNOR		MISCELLANEOUS				MAKE AND MODEL						
Material	Center to Center Length (In.)	Weight (with Bushings and Cap) Ozs.	Offset (In.)	Material	Counterbalances Used?	Crank Pin Number	Main Bearings		Pressure to Pump Type	Type	Pump Type	Furnished?	Type	Maximum Governed Speed (R.P.M.)	Speed at which Maximum Torque is Developed (R.P.M.)	Weight (without Carburetor or Ignition) Lbs.	Adapted for Use of Kerosene?	Overall Dimensions (In.)	Width	Height	Length			
							Diameter and Length (In.)	Front																
Car.	11.75	139.0	Car.	None.	No.	2.75x2.50	3	3.00x2.87	3.00x2.87	abedef.	Gear.	Pump.	Cent.	Stk.	Cent.	1200	800	Yes.	28 <sup>1</sup> / <sub>2</sub>	41 <sup>1</sup> / <sub>2</sub>	47 <sup>1</sup> / <sub>2</sub>	1	Climax.	
AST.	16.00	220.0	ChN.	None.	Yes.	3.00x3.75	4	3.25x3.81	3.25x4.50	abefce.	Ecc.	Pump.	Cent.	Stk.	Cent.	1200	700	2660	29 <sup>1</sup> / <sub>2</sub>	46 <sup>1</sup> / <sub>2</sub>	73 <sup>1</sup> / <sub>2</sub>	0, 1	R6U	
Car.	8.37	...	Car.	None.	No.	2.00x1.37	4	2.37x1.50	2.37x1.87	abefce.	Gear.	Pump.	Cent.	NP.	1300	496	No.	25 <sup>1</sup> / <sub>2</sub>	29 <sup>1</sup> / <sub>2</sub>	36 <sup>1</sup> / <sub>2</sub>	40	Continental.		
Car.	8.37	...	Car.	None.	No.	2.00x1.37	4	2.37x1.44	2.37x1.87	abefce.	Gear.	Pump.	Cent.	NP.	1200	512	No.	26 <sup>1</sup> / <sub>2</sub>	29 <sup>1</sup> / <sub>2</sub>	36 <sup>1</sup> / <sub>2</sub>	44	Continental.		
Car.	8.37	...	Car.	None.	No.	2.00x1.37	4	2.37x1.50	2.37x1.87	abefce.	Gear.	Pump.	Cent.	NP.	1400	496	No.	25 <sup>1</sup> / <sub>2</sub>	29 <sup>1</sup> / <sub>2</sub>	36 <sup>1</sup> / <sub>2</sub>	40	Continental.		
Car.	8.37	...	Car.	None.	No.	2.00x1.37	4	2.37x1.50	2.37x1.87	abefce.	Gear.	Pump.	Cent.	NP.	1300	500	No.	26 <sup>1</sup> / <sub>2</sub>	29 <sup>1</sup> / <sub>2</sub>	36 <sup>1</sup> / <sub>2</sub>	44	Continental.		
Car.	8.37	...	Car.	None.	No.	2.00x1.37	4	2.37x1.44	2.37x1.87	abefce.	Gear.	Pump.	Cent.	NP.	1200	514	No.	25 <sup>1</sup> / <sub>2</sub>	29 <sup>1</sup> / <sub>2</sub>	36 <sup>1</sup> / <sub>2</sub>	40	Continental.		
Car.	9.00	...	Car.	None.	No.	2.12x1.37	7	2.37x1.78	2.37x2.19	abefce.	Gear.	Pump.	Cent.	NP.	1200	620	No.	26 <sup>1</sup> / <sub>2</sub>	32 <sup>1</sup> / <sub>2</sub>	39 <sup>1</sup> / <sub>2</sub>	3, 4	Continental.		
Car.	8.06	...	Car.	None.	No.	1.87x1.37	7	2.12x1.44	2.12x1.87	abefce.	Gear.	Pump.	Cent.	NP.	1100	543	No.	26	32	35 <sup>1</sup> / <sub>2</sub>	4	Continental.		
Car.	8.06	...	Car.	None.	No.	1.87x1.37	7	2.12x1.44	2.12x1.87	abefce.	Gear.	Pump.	Cent.	NP.	1000	520	No.	26	32	35 <sup>1</sup> / <sub>2</sub>	4	Continental.		
Car.	9.00	...	Car.	None.	No.	2.00x1.25	4	2.12x1.44	2.12x1.75	abefce.	Gear.	Pump.	Cent.	NP.	1000	429	No.	20 <sup>1</sup> / <sub>2</sub>	27 <sup>1</sup> / <sub>2</sub>	32 <sup>1</sup> / <sub>2</sub>	No.	Continental.		
Car.	9.00	...	Car.	None.	No.	2.00x1.25	4	2.12x1.44	2.12x1.75	abefce.	Gear.	Pump.	Cent.	NP.	1200	386.5	No.	20 <sup>1</sup> / <sub>2</sub>	27 <sup>1</sup> / <sub>2</sub>	32 <sup>1</sup> / <sub>2</sub>	No.	Continental.		
Car.	13.50	...	ChVa.	None.	Yes.	3.00x2.12	7	3.00x3.00	3.00x2.75	abefce.	Gear.	Pump.	Cent.	Opt.	Cent.	700	1525	No.	28 <sup>1</sup> / <sub>2</sub>	41 <sup>1</sup> / <sub>2</sub>	51 <sup>1</sup> / <sub>2</sub>	1	Continental.	
Car.	13.50	...	ChVa.	None.	Yes.	3.00x2.12	7	3.00x3.00	3.00x2.75	abefce.	Gear.	Pump.	Cent.	Opt.	Cent.	800	1490	No.	28 <sup>1</sup> / <sub>2</sub>	41 <sup>1</sup> / <sub>2</sub>	51 <sup>1</sup> / <sub>2</sub>	1	Continental.	
Car.	9.00	...	Car.	None.	No.	2.25x1.50	5	2.62x1.66	2.62x2.53	abefce.	Gear.	Pump.	Cent.	NP.	2000	740	No.	25 <sup>1</sup> / <sub>2</sub>	33 <sup>1</sup> / <sub>2</sub>	47 <sup>1</sup> / <sub>2</sub>	4	Continental.		
Car.	9.00	...	Car.	None.	No.	2.25x1.50	5	2.62x1.66	2.62x2.53	abefce.	Gear.	Pump.	Cent.	NP.	2000	740	No.	25 <sup>1</sup> / <sub>2</sub>	33 <sup>1</sup> / <sub>2</sub>	47 <sup>1</sup> / <sub>2</sub>	Spec	Continental.		
Car.	10.50	...	Car.	None.	No.	2.25x1.56	4	2.62x2.34	2.25x4.1	abefce.	Gear.	Pump.	Cent.	NP.	1000	580	No.	26	32	38 <sup>1</sup> / <sub>2</sub>	4	Continental.		
Car.	8.25	...	ChVa.	None.	No.	2.37x1.81	7	2.75x1.75	2.75x2.62	abefce.	Gear.	Pump.	Cent.	Opt.	Cent.	900	1150	No.	25 <sup>1</sup> / <sub>2</sub>	34 <sup>1</sup> / <sub>2</sub>	46 <sup>1</sup> / <sub>2</sub>	3	Continental.	
Car.	8.25	...	ChVa.	None.	No.	2.37x1.81	7	2.75x1.75	2.75x2.62	abefce.	Gear.	Pump.	Cent.	Opt.	Cent.	800	1150	No.	25 <sup>1</sup> / <sub>2</sub>	34 <sup>1</sup> / <sub>2</sub>	46 <sup>1</sup> / <sub>2</sub>	3	Continental.	
Car.	9.50	...	ChVa.	None.	No.	2.50x1.81	7	2.75x1.75	2.75x2.62	abefce.	Gear.	Pump.	Cent.	Opt.	Cent.	900	1189	No.	25 <sup>1</sup> / <sub>2</sub>	36 <sup>1</sup> / <sub>2</sub>	55 <sup>1</sup> / <sub>2</sub>	2, 3	Continental.	
Car.	9.50	...	ChVa.	None.	No.	2.50x1.81	7	2.75x1.75	2.75x2.62	abefce.	Gear.	Pump.	Cent.	Opt.	Cent.	1000	1244	No.	25 <sup>1</sup> / <sub>2</sub>	36 <sup>1</sup> / <sub>2</sub>	55 <sup>1</sup> / <sub>2</sub>	2, 3	Continental.	
Car.	9.50	...	ChVa.	None.	Yes.	2.75x1.81	7	2.75x1.75	2.75x2.62	abefce.	Gear.	Pump.	Cent.	Opt.	Cent.	800	1334	No.	26 <sup>1</sup> / <sub>2</sub>	39 <sup>1</sup> / <sub>2</sub>	55 <sup>1</sup> / <sub>2</sub>	2, 3	Continental.	
Car.	10.50	...	Car.	None.	No.	1.50x1.44	3	1.50x1.78	1.50x2.75	abefce.	Gear.	Pump.	Cent.	Opt.	Cent.	1200	767	No.	26	26	29 <sup>1</sup> / <sub>2</sub>	4	Continental.	
Car.	9.00	...	Car.	None.	No.	2.37x1.81	7	2.62x1.66	2.62x2.50	abefce.	Gear.	Pump.	Cent.	Opt.	Cent.	2500	900	903	No.	26 <sup>1</sup> / <sub>2</sub>	33 <sup>1</sup> / <sub>2</sub>	44 <sup>1</sup> / <sub>2</sub>	3, 2	Continental.
Car.	9.00	...	Car.	None.	No.	2.37x1.81	7	2.62x1.66	2.62x2.50	abefce.	Gear.	Pump.	Cent.	Opt.	Cent.	2500	896	906	No.	26 <sup>1</sup> / <sub>2</sub>	33 <sup>1</sup> / <sub>2</sub>	44 <sup>1</sup> / <sub>2</sub>	3, 2	Continental.
Car.	9.00	...	Car.	None.	No.	2.37x1.81	7	2.62x1.66	2.62x2.50	abefce.	Gear.	Pump.	Cent.	Opt.	Cent.	2400	900	917	No.	26 <sup>1</sup> / <sub>2</sub>	33 <sup>1</sup> / <sub>2</sub>	44 <sup>1</sup> / <sub>2</sub>	3, 2	Continental.
Car.	9.00	...	Car.	None.	No.	2.37x1.81	7	2.62x1.66	2.62x2.50	abefce.	Gear.	Pump.	Cent.	Opt.	Cent.	2500	895	895	No.	26 <sup>1</sup> / <sub>2</sub>	33 <sup>1</sup> / <sub>2</sub>	44 <sup>1</sup> / <sub>2</sub>	3, 2	Continental.
Car.	9.75	...	Car.	None.	No.	2.37x1.31	7	2.37x1.40	2.37x2.37	abefce.	Gear.	Pump.	Cent.	NP.	1200	767	No.	27 <sup>1</sup> / <sub>2</sub>	32 <sup>1</sup> / <sub>2</sub>	44 <sup>1</sup> / <sub>2</sub>	4	Continental.		
Car.	5.35	...	Car.	None.	No.	1.49x1.18	3	1.57x1.30	1.57x1.61	abefce.	Vane.	ThS.	None.	NP.	2300	17 <sup>1</sup> / <sub>2</sub>	No.	19 <sup>1</sup> / <sub>2</sub>	28 <sup>1</sup> / <sub>2</sub>	22 <sup>1</sup> / <sub>2</sub>	No.	Continental.		
Car.	9.75	...	Car.	None.	No.	2.37x1.31	3	2.37x1.40	2.37x2.37	abefce.	Gear.	Pump.	Cent.	NP.	1200	767	No.	27 <sup>1</sup> / <sub>2</sub>	30 <sup>1</sup> / <sub>2</sub>	44 <sup>1</sup> / <sub>2</sub>	4	Continental.		
Car.	10.50	...	Car.	None.	No.	2.25x2.37	3	2.25x2.37	2.25x2.69	abefce.	Gear.	Pump.	Cent.	Stk.	Cent.	1000	1000	1000	No.	24 <sup>1</sup> / <sub>2</sub>	37 <sup>1</sup> / <sub>2</sub>	53 <sup>1</sup> / <sub>2</sub>	Spec	Continental.
Car.	8.00	...	Car.	None.	No.	2.00x1.75	3	2.12x1.62	2.12x2.12	abefce.	Gear.	Pump.	Cent.	NP.	1200	510	No.	26	31	34 <sup>1</sup> / <sub>2</sub>	4	Continental.		
Car.	8.00	...	Car.	None.	No.	2.00x1.75	3	2.12x1.62	2.12x2.12	abefce.	Gear.	Pump.	Cent.	Opt.	Cent.	1200	510	No.	26	31	34 <sup>1</sup> / <sub>2</sub>	4	Continental.	
Car.	8.44	...	ChVa.	None.	Yes.	2.06x1.31	3	2.62x1.59	2.62x2.16	abefce.	Gear.	Pump.	Cent.	NP.	1400	825	No.	22 <sup>1</sup> / <sub>2</sub>	26 <sup>1</sup> / <sub>2</sub>	48 <sup>1</sup> / <sub>2</sub>	Spec	Continental.		
Car.	12.75	132.0	ChN.	3.00	Yes.	2.37x3.00	3	2.62x3.31	2.62x4.00	abefdef.	Gear.	Pump.	Cent.	Opt.	Cent.	1600	1550	No.	27	37 <sup>1</sup> / <sub>2</sub>	70 <sup>1</sup> / <sub>2</sub>	4	Elce.	
Car.	12.75	132.0	ChN.	3.00	Yes.	2.37x3.00	4	2.62x3.31	2.62x4.00	abefdef.	Gear.	Pump.	Cent.	Opt.	Cent.	2100	1200	1200	No.	27	37 <sup>1</sup> / <sub>2</sub>	87 <sup>1</sup> / <sub>2</sub>	5	F-62
Car.	10.00	48.0	Car.	0.62	...	2.00x2.00	3	2.00x2.62	2.00x3.62	abefce.	Gear.	Pump.	Vane.	Opt.	Cent.	1800	315	No.	22 <sup>1</sup> / <sub>2</sub>	21 <sup>1</sup> / <sub>2</sub>	34	No.	Farr.	
Car.	6.56	20.0	Car.	None.	No.	1.75x1.12	3	2.00x1.62	2.00x1.62	abefce.	Gear.	Pump.	Cent.	NP.	2200	315	No.	22 <sup>1</sup> / <sub>2</sub>	21 <sup>1</sup> / <sub>2</sub>	34	No.	Farr.		
Car.	6.56	20.0	Car.	None.	No.	1.75x1.12	3	2.00x1.62	2.00x1.58	abefce.	Gear.	Pump.	Cent.	NP.	675	No.	23 <sup>1</sup> / <sub>2</sub>	26 <sup>1</sup> / <sub>2</sub>	50 <sup>1</sup> / <sub>2</sub>	No.	Farr.			
Car.	8.00	38.0	Car.	None.	No.	2.00x1.50	3	2.50x2.12	2.50x1.37	abefce.	Gear.	Pump.	Cent.	Opt.	Cent.	600	690	No.	23 <sup>1</sup> / <sub>2</sub>	26 <sup>1</sup> / <sub>2</sub>	50 <sup>1</sup> / <sub>2</sub>	No.	Farr.	
Car.	8.00	38.0	Car.	None.	No.	2.00x1.50	3	2.50x2.12	2.50x1.37	abefce.	Gear.	Pump.	Cent.	Opt.	Cent.	675	No.	23 <sup>1</sup> / <sub>2</sub>	26 <sup>1</sup> / <sub>2</sub>	50 <sup>1</sup> / <sub>2</sub>	No.	Farr.		
Car.	8.00	38.0	Car.	None.	No.	2.00x1.50	3	2.50x2.12	2.50x1.37	abefce.	Gear.	Pump.	Cent.	Opt.	Cent.	690	No.	23 <sup>1</sup> / <sub>2</sub>	26 <sup>1</sup> / <sub>2</sub>	50 <sup>1</sup> / <sub>2</sub>	No.	Farr.		
Car.	8.00	38.0	Car.	None.	No.	2.00																		

## AMERICAN STOCK

MAKE AND MODEL	Designed For	Number of Cylinders, Bore and Stroke (In.)	Rated H.P. (N.A.C.C.)	R.P.M. at Maximum Brake H.P.	Piston Displacement (Cu. In.)	Compression Ratio	Number of Point Suspension	CYLINDERS		CRANKCASE		VALVES		FRONT END DRIVE		PISTONS								
								Head	No. Cast in One Piece	Upper Half		Material (Lower Half)		Arrangement	Head Material	Clear Diameter (In.)	Lift (In.)	Type	Non-Metallic Gear Used On?	Material	Length (In.)	Weight (with Plus Rings & Bushings) Ozs.	Diameter and Length (In.)	Piston Pins
										Internal with Cylinders?	Material	Material	Material											
Hercules	WXC-2	T, Tr, B, M.	6-4½x4½	40.30	81-2200	360.8	4.70	3, 4	Det.	6	Int.	Iron.	PS.	L...	Sil-e.	1.62†	.356	Heli.	None.	CI...	4.56	64.0	1.12x3.62	...
Hercules	WXC-3	T, Tr, B, M.	6-4½x4½	43.3	90-2200	383.0	4.70	3, 4	Det.	6	Int.	Iron.	PS.	L...	Sil-e.	1.62†	.356	Heli.	None.	CI...	4.56	83.0	1.50x3.69	...
Hercules	YXB	T, Tr, B, M.	6-4x4½	38.4	80-2200	358.1	4.40	3, 4	Det.	6	Int.	Iron.	PS.	L...	Sil-e.	1.75	.388	Heli.	None.	CI...	4.87	64.0	1.25x3.56	...
Hercules	YXC	T, Tr, B, M.	6-4½x4½	45.9	94-2200	428.4	4.40	3, 4	Det.	6	Int.	Iron.	PS.	L...	Sil-e.	1.75	.388	Heli.	None.	CI...	4.87	79.5	1.25x3.94	...
Hercules	YXC-2	T, Tr, B, M.	6-4½x4½	48.6	98-2200	453.0	4.40	3, 4	Det.	6	Int.	Iron.	PS.	L...	Sil-e.	1.75	.388	Heli.	None.	CI...	4.87	85.0	1.25x3.94	...
Hercules	YXC-3	T, Tr, B, M.	6-4½x4½	51.34	104-2200	478.8	4.40	3, 4	Det.	6	Int.	Iron.	PS.	L...	Sil-e.	1.75	.388	Heli.	None.	CI...	4.87	87.0	1.25x4.06	...
Kermath	F	Marine	4-4½x5½	55-1500	330.0	4.80	6	Det.	4	Sep.	Al.	Al.	L...	Sil.	2.00	.375	Heli.	None.	Als	5.25	62.0	1.25x3.87	...	
Kermath	G	Marine	4-4½x5½	106-2000	495.0	4.80	6	Det.	6	Sep.	Al.	Al.	L...	Sil.	2.00	.375	Heli.	None.	Als	5.25	62.0	1.25x3.82	...	
Kermath	L	Marine	6-5x5½	155-1800	678.0	—	6	Det.	6	Sep.	Al.	Al.	L...	Sil.	2.37†	.375	Heli.	None.	Als	6.19	82.0	1.25x4.50	...	
Kermath	M	Marine	6-3½x4½	86-3000	267.0	—	6	Det.	6	Int.	Iron.	PS.	L...	Sil-e.	1.50†	.375	Heli.	None.	Als	4.06	29.0	1.94x2.75	...	
Kermath	R	Marine	6-5x5½	235-2400	678.0	5.3	6	Det.	6	Sep.	Al.	Al.	L...	Sil.	1.75	.375	SpB.	None.	Als	6.19	82.0	1.25x4.50	...	
Kermath	V	Marine	12-5x6	450-2200	1414.0	5.3	6	Det.	6	Sep.	Al.	Al.	L...	Sil.	1.75	.375	SpB.	None.	Als	6.19	82.0	1.25x4.50	...	
Kermath	9	Marine	6-5x5½	199-2400	648.0	—	6	Det.	6	Sep.	Al.	Al.	L...	Sil.	1.75	.375	SpB.	None.	Als	6.31	87.0	1.25x4.50	...	
Kermath	12	Marine	4-3½x2½	16-1200	154.0	—	6	Int.	4	Sep.	Iron.	PS.	L...	CI...	1.50	.218	Spur.	Idler.	CI...	4.12	54.0	87x3.12	...	
Kermath	16	Marine	4-3½x2½	20-1200	177.0	—	6	Int.	4	Sep.	Iron.	PS.	L...	CI...	1.50	.218	Spur.	Idler.	CI...	4.12	55.0	87x3.12	...	
Kermath	20	Marine	4-4x4	25-1200	201.0	—	6	Int.	4	Sep.	Iron.	PS.	L...	CI...	1.50	.218	Spur.	Idler.	CI...	4.12	73.0	87x3.12	...	
Lycoming	AEP	T, Buses	8-3½x4½	45.00	130-2800	419.6	5.0	3	Det.	8	Int.	Iron.	PS.	L...	Sil-e.	1.75†	.343	Heli.	None.	Al...	4.25	35.28	1.00x3.23	...
Lycoming	BCT	T, Buses	12-3½x4½	58.80	160-2800	491.87	5.5	3	Det.	12	Int.	Iron.	Al.	HI...	Sil-e.	1.37	.343	Chain.	None.	Al...	3.87	30.0	87x2.97	...
Lycoming	GU	Cars	8-3½x4½	28.80	100-2800	491.56	2.6	4	Det.	8	Int.	Iron.	PS.	L...	Sil-e.	1.25	.343	Chain.	None.	Al...	3.75	20.8	87x1.56	...
Lycoming	SA	Trucks	6-3½x4½	25.35	60-2750	224.0	5.25	3	Det.	6	Sep.	Al.	PS.	L...	Sil-e.	1.44	.312	Heli.	None.	CI...	4.00	34.4	87x1.69	...
Lycoming	SB	Trucks	6-3½x4½	27.33	65-2800	241.5	5.00	3	Det.	6	Sep.	Al.	PS.	L...	Sil-e.	1.44†	.312	Heli.	None.	CI...	3.94	38.4	87x1.75	...
Lycoming	SC	Trucks	6-3½x4½	23.43	55-2700	207.06	5.00	3	Det.	6	Sep.	Al.	PS.	L...	Sil-e.	1.44	.312	Heli.	None.	CI...	4.00	30.0	87x1.56	...
Lycoming	AFE	Trucks	4-3½x4½	22.50	49-2600	198.8	4.82	3	Det.	4	Int.	Iron.	PS.	L...	Sil-e.	1.50	.312	Heli.	None.	CI...	4.50	44.8	87x1.34	...
Lycoming	BB	Cars	12-3½x4½	46.87	160-3500	391.16	5.50	4	Det.	12	Int.	Iron.	Al.	HI...	Sil-e.	1.37	.343	Chain.	None.	Al...	3.87	22.5	87x1.75	...
Lycoming	HFB	Cars	8-3½x4½	36.45	120-3200	322.0	5.25	3	Det.	8	Sep.	Iron.	Al.	L...	Sil-e.	1.44	.312	Heli.	None.	CI...	3.94	39.7	87x1.75	...
Lycoming	HFA	T, Buses	8-3½x4½	36.45	105-2800	322.0	5.25	3	Det.	8	Sep.	Iron.	Al.	L...	Sil-e.	1.44†	.312	Heli.	None.	CI...	4.25	45.1	1.00x1.27	...
Lycoming	ASD	Trucks	6-3½x4½	33.75	84-3000	298.2	5.00	3	Det.	6	Int.	Iron.	PS.	L...	Sil-e.	1.75†	.312	Heli.	None.	CI...	4.25	47.1	1.00x1.27	...
Lycoming	ASB	Trucks	6-3½x4½	31.53	85-3100	278.64	5.00	3	Det.	6	Int.	Iron.	PS.	L...	Sil-e.	1.75†	.312	Heli.	None.	CI...	4.25	47.1	1.00x1.27	...
Lycoming	TV	T, Buses	6-3½x4½	37.20	98-2800	365.13	4.60	3	Det.	6	Sep.	Iron.	PS.	L...	Sil-e.	1.81	.312	Heli.	None.	CI...	4.37	38.0	1.12x3.16	...
Lycoming	TS	T, Buses	6-3½x5½	36.08	98-2750	353.76	4.60	3	Det.	6	Sep.	Iron.	PS.	L...	Sil-e.	1.81	.312	Heli.	None.	CI...	4.37	47.0	1.12x3.09	...
Lycoming	C4W	Trucks	4-4x5	55.60	47-2200	251.32	3.80	3	Det.	4	Sep.	Iron.	PS.	L...	Sil-e.	1.62	.312	Heli.	Aero.	CI...	4.12	47.1	1.12x2.25	...
Lycoming	UF	Marine	12-4½x4½	325-2500	1010.1	5.12	Rail.	Det.	12	Int.	Iron.	Al.	I...	Sil-e.	2.00†	.437	Chain.	None.	Al...	5.69	60.0	1.19x3.94	...	
Lycoming	UE	Marine	8-3½x4½	165-3200	419.68	5.23	4	Det.	8	Int.	Iron.	Al.	L...	Sil-e.	1.75	.312	Heli.	None.	CI...	4.25	32.0	1.00x2.00	...	
Lycoming	UC	Marine	8-3½x4½	120-3000	322.0	5.50	4	Det.	8	Sep.	Iron.	Al.	L...	Sil-e.	1.44	.312	Heli.	None.	CI...	3.84	26.0	87x1.75	...	
Lycoming	UAC	Marine	4-3½x4½	35-2600	118.8	5.02	4	Det.	4	Int.	Iron.	Al.	L...	Sil-e.	1.37†	.312	Heli.	None.	CI...	3.50	21.0	75x1.78	...	
Lycoming	UAB	Marine	4-3½x4½	45-3400	118.8	6.00	4	Det.	4	Int.	Iron.	Al.	L...	Sil-e.	1.37†	.312	Heli.	None.	CI...	3.50	21.0	75x1.78	...	
Mar Tan.	F	Trucks	2-3½x4½	12-1800	69.9	—	Det.	1	Sep.	SS.	—	—	—	—	—	—	—	Spur.	None.	CI...	—	—	75x3.63	...
Miller	4-255	Cars, Mar	4-4½x4½	28.9	225-2000	255.0	10.50	3	Int.	4	Sep.	Al.	Al.	L...	Sil.	1.56	.356	Heli.	None.	Al...	3.00	36.0	1.00x4.06	...
Miller	308-V-8	Cars, Mar	8-3½x4½	39.2	300-5500	308.0	7.50	3	Int.	4	Sep.	Al.	Al.	L...	Sil-e.	1.75†	.375	Spur.	None.	Al...	2.78	28.0	1.00x3.19	...
Scripps	84	Marine	4-4½x4½	22.50	75-3000	220.8	5.50	4	Det.	4	Int.	SS.	Al.	L...	Sil-e.	1.81	.375	Heli.	None.	CI...	4.25	—	1.12x3.22	Flo.
Scripps	F-4	Marine	4-3½x4½	22.50	40-1600	220.8	5.00	4	Det.	4	Int.	SS.	Al.	L...	Sil-e.	1.81	.375	Heli.	None.	CI...	4.25	—	1.12x3.22	Flo.
Scripps	F-6	Marine	6-3½x4½	22.50	80-2000	331.2	5.00	8	Det.	6	Int.	SS.	Al.	L...	Sil-e.	1.81	.375	Heli.	None.	CI...	4.25	—	1.12x3.22	Flo.
Scripps	120, 121	Marine	6-3½x4½	22.50	90-2000	331.2	5.00	8	Det.	2	Int.	SS.	Al.	L...	Sil-e.	1.81	.375	Heli.	None.	CI...	4.25	—	1.12x3.22	Flo.
Scripps	124, 125	Marine	6-3½x4½	33.75	135-3300	331.2	6.50	8	Det.	2	Int.	SS.	Al.	L...	Sil-e.	1.81	.375	Heli.	None.	CI...	4.25	—	1.12x3.22	Flo.
Scripps	150, 151	Marine	6-4½x4½	43.35	130-2400	441.0	5.30	4	Det.	2	Sep.	Iron.	PS.	L...	Sil-e.	2.12	.406†	Heli.	None.	CI...	5.12	40.0	1.25x3.69	...
Scripps	152, 153	Marine	6-4½x4½	43.35	165-3000	441.0	6.20	4	Det.	2	Sep.	Al.	PS.	L...	Sil-e.	2.12	.406†	Heli.	None.	CI...	5.12	46.0	1.25x3.69	...
Scripps	160, 161, 164, 165	Marine	6-4½x4½	43.35	110-180																			

## ENGINES—Continued

CONNECTING RODS			CRANKSHAFT						OILING SYSTEM		WATER CIRCULATION		GOVERNOR		MISCELLANEOUS				MAKE AND MODEL						
Material	Center to Center Length (In.)	Weight (with Bushings and Cap) Ozs.	Material	Offset (In.)	Counterbalances Used?	Crank Pin Number	Main Bearings		Pressure to Pump Type	Type	Pump Type	Furnished?	Type	Maximum Governed Speed (R.P.M.)	Speed at which Maximum Torque is Developed (R.P.M.)	Weight (without Carburetor or Ignition) Lbs.	Adapted for Use of Kerosene?	Overall Dimensions (In.)		Belt Housing Provided? S.A.E. Numbers	Width	Height	Length		
							Diameter and Length (In.)	Front										Width							
Car.	9.12	51.0	Car.	None.	No.	2.25x1.50	7	2.62x1.75	2.62x2.75	abe.	Gear.	Pump.	Cent.	Opt.	Cent.	1800	1000	810	Yes.	204	28 <sup>1</sup> <sub>2</sub>	42 <sup>1</sup> <sub>2</sub>	3	Hercules.	WXC-2
Car.	9.12	51.0	Car.	None.	No.	2.25x1.50	7	2.62x1.75	2.62x2.75	abe.	Gear.	Pump.	Cent.	Opt.	Cent.	1800	1000	815	Yes.	204	28 <sup>1</sup> <sub>2</sub>	42 <sup>1</sup> <sub>2</sub>	3	Hercules.	WXC-3
Car.	9.62	64.5	Car.	None.	No.	2.50x1.75	7	3.00x2.00	3.00x3.00	abe.	Gear.	Pump.	Cent.	Opt.	Cent.	1800	1000	975	Yes.	21 <sup>1</sup> <sub>2</sub>	31 <sup>1</sup> <sub>2</sub>	46 <sup>1</sup> <sub>2</sub>	2, 3	Hercules.	YXC
Car.	9.62	64.5	Car.	None.	No.	2.50x1.75	7	3.00x2.00	3.00x3.00	abe.	Gear.	Pump.	Cent.	Opt.	Cent.	1800	1000	975	Yes.	21 <sup>1</sup> <sub>2</sub>	31 <sup>1</sup> <sub>2</sub>	46 <sup>1</sup> <sub>2</sub>	2, 3	Hercules.	YXC-2
Car.	9.62	64.5	Car.	None.	No.	2.50x1.75	7	3.00x2.00	3.00x3.00	abe.	Gear.	Pump.	Cent.	Opt.	Cent.	1800	1000	975	Yes.	21 <sup>1</sup> <sub>2</sub>	31 <sup>1</sup> <sub>2</sub>	46 <sup>1</sup> <sub>2</sub>	2, 3	Hercules.	YXC-3
Car.	11.00	81.0	Car.	None.	No.	2.00x2.25	5	2.00x3.87	2.00x2.62	abcef.	Gear.	Pump.	Gear.	N.P.		1000	858	554		23 <sup>1</sup> <sub>2</sub>	31 <sup>1</sup> <sub>2</sub>	55 <sup>1</sup> <sub>2</sub>	No.	Kermath.	F
Car.	11.00	80.0	Car.	None.	No.	2.25x2.23	7	2.50x3.91	2.50x2.56	abdef.	Gear.	Pump.	Gear.	N.P.		800	1205	No.	26 <sup>1</sup> <sub>2</sub>	33 <sup>1</sup> <sub>2</sub>	67 <sup>1</sup> <sub>2</sub>	No.	Kermath.	G	
Car.	11.00	80.0	Car.	None.	No.	2.25x2.23	7	2.50x3.91	2.50x2.62	abdef.	Gear.	Pump.	Gear.	N.P.		1000	1365	No.	22 <sup>1</sup> <sub>2</sub>	27 <sup>1</sup> <sub>2</sub>	52 <sup>1</sup> <sub>2</sub>	No.	Kermath.	L	
Car.	9.50	39.0	Car.	None.	No.	2.12x1.50	5	2.62x2.87	2.62x2.25	abcf.	Gear.	Pump.	Gear.	Opt.		1600	1350	No.	29 <sup>1</sup> <sub>2</sub>	58 <sup>1</sup> <sub>2</sub>	68 <sup>1</sup> <sub>2</sub>	No.	Kermath.	M	
Car.	11.00	80.0	Car.	None.	Yes.	2.75x2.25	7	3.00x3.84	3.00x2.25	abde.	Vane.	Pump.	Gear.	Opt.		1200	2250	No.	42 <sup>1</sup> <sub>2</sub>	37 <sup>1</sup> <sub>2</sub>	75 <sup>1</sup> <sub>2</sub>	No.	Kermath.	V	
Car.	11.00	80.0	Car.	None.	No.	2.25x2.23	7	2.50x3.91	2.50x2.56	abde.	Gear.	Pump.	Gear.	Opt.		1200	1350	No.	29 <sup>1</sup> <sub>2</sub>	38 <sup>1</sup> <sub>2</sub>	66 <sup>1</sup> <sub>2</sub>	No.	Kermath.	9	
Car.	9.00	38.0	Car.	None.	No.	1.37x2.25	3	1.37x3.62	1.37x3.00	abe.	Piston.	Pump.	Gear.	N.P.		567	No.	20 <sup>1</sup> <sub>2</sub>	26 <sup>1</sup> <sub>2</sub>	52 <sup>1</sup> <sub>2</sub>	No.	Kermath.	12		
Car.	9.00	38.0	Car.	None.	No.	1.37x2.25	3	1.37x3.62	1.37x3.00	abe.	Piston.	Pump.	Gear.	N.P.		567	No.	20 <sup>1</sup> <sub>2</sub>	26 <sup>1</sup> <sub>2</sub>	52 <sup>1</sup> <sub>2</sub>	No.	Kermath.	16		
Car.	9.00	38.0	Car.	None.	No.	1.37x2.25	3	1.37x3.62	1.37x3.00	abe.	Piston.	Pump.	Gear.	N.P.		635	No.	20 <sup>1</sup> <sub>2</sub>	26 <sup>1</sup> <sub>2</sub>	52 <sup>1</sup> <sub>2</sub>	No.	Kermath.	20		
Car.	9.00	58.0	Car.	None.	No.	2.34x1.69	5	2.62x2.12	2.62x2.75	abde.	Gear.	Pump.	Cent.	Stk.	Cent.	2800	1200	1000	No.	26	31 <sup>1</sup> <sub>2</sub>	52 <sup>1</sup> <sub>2</sub>	2	Lycoming.	AEF
Car.	9.44	41.50	Car.	None.	Yes.	2.50x2.50	5	3.00x2.56	3.00x2.37	abde.	Gear.	Pump.	Cent.	Stk.	Cent.	2800	1200	1000	No.	26 <sup>1</sup> <sub>2</sub>	31 <sup>1</sup> <sub>2</sub>	67 <sup>1</sup> <sub>2</sub>	No.	Lycoming.	BC
Car.	9.50	37.40	Car.	None.	No.	2.12x1.25	5	2.37x1.94	2.37x1.87	abde.	Gear.	Pump.	Cent.	N.P.		1300	685	No.	24 <sup>1</sup> <sub>2</sub>	21 <sup>1</sup> <sub>2</sub>	42 <sup>1</sup> <sub>2</sub>	5	Lycoming.	GU	
Car.	9.00	41.60	Car.	None.	No.	2.12x1.50	5	2.37x2.06	2.37x2.37	abe.	Gear.	Pump.	Cent.	N.P.		1000	579	No.	25 <sup>1</sup> <sub>2</sub>	30	38 <sup>1</sup> <sub>2</sub>	3	Lycoming.	SA	
Car.	9.00	44.10	Car.	None.	Yes.	2.12x1.50	5	2.37x2.06	2.37x2.37	abe.	Gear.	Pump.	Cent.	N.P.		850	589	No.	25 <sup>1</sup> <sub>2</sub>	30	38 <sup>1</sup> <sub>2</sub>	3	Lycoming.	SB	
Car.	9.00	41.6	Car.	None.	No.	2.12x1.50	5	2.37x2.06	2.37x2.37	abe.	Gear.	Pump.	Cent.	N.P.		1000	500	No.	25 <sup>1</sup> <sub>2</sub>	30	38 <sup>1</sup> <sub>2</sub>	3	Lycoming.	SC	
Car.	9.00	41.6	Car.	None.	No.	2.12x1.50	5	2.37x2.06	2.37x2.37	abe.	Gear.	Pump.	Cent.	N.P.		1150	485	No.	25 <sup>1</sup> <sub>2</sub>	32 <sup>1</sup> <sub>2</sub>	50 <sup>1</sup> <sub>2</sub>	4	Lycoming.	AFE	
Car.	9.44	40.6	Car.	None.	Yes.	2.50x2.50	5	3.00x2.56	3.00x2.37	abde.	Gear.	Pump.	Cent.	N.P.		1500	1096	No.	25 <sup>1</sup> <sub>2</sub>	35 <sup>1</sup> <sub>2</sub>	46 <sup>1</sup> <sub>2</sub>	4	Lycoming.	BB	
Car.	9.00	44.2	Car.	None.	No.	2.12x1.50	5	2.37x2.75	2.37x2.75	abe.	Gear.	Pump.	Cent.	Opt.		2800	1700	900	No.	26 <sup>1</sup> <sub>2</sub>	30 <sup>1</sup> <sub>2</sub>	48 <sup>1</sup> <sub>2</sub>	3	Lycoming.	HFB
Car.	9.00	44.2	Car.	None.	No.	2.12x1.50	5	2.37x2.75	2.37x2.75	abe.	Gear.	Pump.	Cent.	Opt.		2200	1000	900	No.	26 <sup>1</sup> <sub>2</sub>	30 <sup>1</sup> <sub>2</sub>	48 <sup>1</sup> <sub>2</sub>	3	Lycoming.	HFA
Car.	9.00	51.8	Car.	None.	No.	2.34x1.69	5	2.62x2.12	2.62x2.75	abde.	Gear.	Pump.	Cent.	Opt.		1300	685	No.	24 <sup>1</sup> <sub>2</sub>	31 <sup>1</sup> <sub>2</sub>	42 <sup>1</sup> <sub>2</sub>	5	Lycoming.	GU	
Car.	9.00	47.0	Car.	None.	No.	2.34x1.69	5	2.62x2.12	2.62x2.75	abde.	Gear.	Pump.	Cent.	Opt.		1000	579	No.	25 <sup>1</sup> <sub>2</sub>	30	38 <sup>1</sup> <sub>2</sub>	3	Lycoming.	SA	
Car.	10.75	60.0	Car.	None.	Yes.	2.50x1.62	5	2.75x2.75	2.75x2.75	abde.	Gear.	Pump.	Cent.	N.P.		850	850	No.	26 <sup>1</sup> <sub>2</sub>	32 <sup>1</sup> <sub>2</sub>	45 <sup>1</sup> <sub>2</sub>	3	Lycoming.	ASD	
Car.	10.75	60.0	Car.	None.	Yes.	2.50x1.62	5	2.75x2.75	2.75x2.75	abde.	Gear.	Pump.	Cent.	N.P.		800	850	No.	26 <sup>1</sup> <sub>2</sub>	32 <sup>1</sup> <sub>2</sub>	45 <sup>1</sup> <sub>2</sub>	3	Lycoming.	TV	
Car.	11.94	52.0	Car.	None.	No.	2.12x1.81	5	2.12x2.69	2.12x2.69	abe.	Gear.	Pump.	Cent.	N.P.		800	560	No.	21 <sup>1</sup> <sub>2</sub>	31 <sup>1</sup> <sub>2</sub>	41 <sup>1</sup> <sub>2</sub>	3	Lycoming.	C4W	
Car.	9.00	76.0	Car.	None.	No.	3.00x2.25	4	6.00x2.12	6.00x2.12	abdef.	Gear.	Pump.	Gear.	N.P.		1700	2250	No.	32 <sup>1</sup> <sub>2</sub>	37 <sup>1</sup> <sub>2</sub>	71 <sup>1</sup> <sub>2</sub>	No.	Lycoming.	UF	
Car.	9.00	47.0	Car.	None.	No.	2.34x1.69	5	2.62x2.53	2.62x2.75	abe.	Gear.	Pump.	Gear.	N.P.		2000	1110	No.	32 <sup>1</sup> <sub>2</sub>	35 <sup>1</sup> <sub>2</sub>	67 <sup>1</sup> <sub>2</sub>	No.	Lycoming.	UE	
Car.	8.00	31.0	Car.	None.	No.	1.75x1.50	5	2.37x1.75	2.37x1.75	abe.	Gear.	Pump.	Gear.	N.P.		2000	900	No.	25 <sup>1</sup> <sub>2</sub>	31 <sup>1</sup> <sub>2</sub>	42 <sup>1</sup> <sub>2</sub>	No.	Lycoming.	UC	
Car.	8.00	31.0	Car.	None.	No.	1.75x1.50	5	2.37x1.75	2.37x1.75	abe.	Gear.	Pump.	Gear.	N.P.		2000	390	No.	21 <sup>1</sup> <sub>2</sub>	23 <sup>1</sup> <sub>2</sub>	39	No.	Lycoming.	UAC	
CS.	7.75		NiS.	None.	Yes.	1.19x2.00	5	2.12x2.25	2.12x2.37	abe.	Pist.	Pump.	Cent.	Stk.	Cent.	1800	140	No.	15 <sup>1</sup> <sub>2</sub>	23 <sup>1</sup> <sub>2</sub>	21 <sup>1</sup> <sub>2</sub>	No.	Mar Tan.	F	
AST.	8.00	44.0	ChM.	None.	Yes.	2.12x2.31	5	2.12x2.5	2.12x2.37	abe.	Gear.	Pump.	Cent.	N.P.		385	No.	15 <sup>1</sup> <sub>2</sub>	30 <sup>1</sup> <sub>2</sub>	24 <sup>1</sup> <sub>2</sub>	Yes.	Miller.	4-255		
AST.	8.25	40.0	ChM.	None.	Yes.	2.37x1.22	5	2.62x2.37	2.62x2.66	abe.	Gear.	Pump.	Cent.	N.P.		500	No.	23 <sup>1</sup> <sub>2</sub>	31	24 <sup>1</sup> <sub>2</sub>	Yes.	Miller.	308-V-8		
AST.	10.50		Car.	None.	No.	2.19x1.87	5	2.25x2.81	2.25x2.81	abe.	Gear.	Pump.	Gear.	N.P.		1800	635	No.	17	20 <sup>1</sup> <sub>2</sub>	47 <sup>1</sup> <sub>2</sub>	No.	Script.	84	
AST.	10.50		Car.	None.	No.	2.19x1.87	5	2.25x2.81	2.25x2.81	abe.	Gear.	Pump.	Gear.	N.P.		1200	660	No.	17	20 <sup>1</sup> <sub>2</sub>	47 <sup>1</sup> <sub>2</sub>	No.	Script.	F-4	
AST.	10.50		Car.	None.	No.	2.19x1.87	5	2.25x2.81	2.25x2.81	abe.	Gear.	Pump.	Gear.	N.P.		1800	900	No.	15 <sup>1</sup> <sub>2</sub>	20 <sup>1</sup> <sub>2</sub>	58 <sup>1</sup> <sub>2</sub>	No.	Script.	F-6	
AST.	10.50		Car.	None.	No.	2.19x1.87	5	2.25x2.81	2.25x2.81	abe.	Gear.	Pump.	Gear.	N.P.		1200	900	No.	15 <sup>1</sup> <sub>2</sub>	24 <sup>1</sup> <sub>2</sub>	58 <sup>1</sup> <sub>2</sub>	No.	Script.	120, 121	
AST.	10.50		Car.</td																						

## AMERICAN STOCK

MAKE AND MODEL	Designed For	Number of Cylinders, Bore and Stroke (Ins.)	Rated H.P. (N.A.C.C.)	R.P.M. at Maximum Brake H.P.	Piston Displacement (Cu. Ins.)	Compression Ratio	Number of Point Suspension	CYLIN- DERS	CRANKCASE	VALVES		Front End Drive	PISTONS			Piston Pins Material	Number of Rings per Piston								
										Head	No. Cast in One Piece	Upper Half	Material	Material (Lower Half)	Arrangement	Head Material	Clear Diameter (Ins.)	Lift (Ins.)	Type	Material	Length (Ins.)	Weight (with Pins & Bushings) OZ. Rings & Bushings	Diameter and Length (Ins.)	Pin Bearing In	Number of Rings per Piston
Thorebred <sup>1</sup>	XS6	Marine.	6-4 $\frac{1}{2}$ x4 $\frac{1}{2}$	40.84	381.0	4.67	4	Det.	6	Int.	Iron.	L.	ChN <sup>o</sup>	1.62 <sup>†</sup>	.312	Heli.	None.	CI.	4.37	72.0	1.00x3.87				
Twin City.	TW	Tractors.	4-4 $\frac{1}{2}$ x6	28.90	340.4	4.00	4	Det.	4	Int.	Iron.	I.	Sil.	1.47	.312	Heli.	None.	CI.	5.00	74.0	1.25x3.87				
Twin City.	FE	Tractors.	4-4 $\frac{1}{2}$ x6	32.40	381.7	4.03	3	Det.	2	Sep.	Iron.	I.	Sil.	1.81	.405	Heli.	None.	CI.	5.50	90.0	1.25x3.87				
Twin City.	KE	Tractors.	4-4 $\frac{1}{2}$ x6	28.90	283.7	4.03	3	Det.	4	Int.	Iron.	I.	Sil.	1.62	.430	Heli.	None.	CI.	5.00	74.0	1.25x3.87				
Twin City.	AE	Tractors.	4-5 $\frac{1}{2}$ x6 $\frac{1}{2}$	48.40	641.4	3.80	4	Det.	4	Int.	Iron.	I.	Sil.	1.75	.441	Heli.	None.	CI.	6.75	170.0	1.62x5.00				
Waukesha.	FLJ	Tractors.	4-3 $\frac{1}{2}$	14.40	113.0		3	Det.	4	Int.	Iron.	PS.	L.			Heli.	None.	CI.			.87x2.37	Flo.			
Waukesha.	FKJ	Tractors.	4-3 $\frac{1}{2}$ x4	16.90	133.0		3	Det.	4	Int.	Iron.	PS.	L.			Heli.	None.	CI.			.87x2.37	Flo.			
Waukesha.	XAH	T. Tr. Ind.	4-4 $\frac{1}{2}$ x4 $\frac{1}{2}$	21.00	186.0		3	Det.	4	Int.	Iron.	PS.	L.	ChN <sup>o</sup>		Heli.	None.	CI.							
Waukesha.	XAK	T. Tr.	4-3 $\frac{1}{2}$ x4 $\frac{1}{2}$	22.50	210.0		3	Int.	4	Int.	Iron.	PS.	L.			Heli.	None.	CI.							
Waukesha.	V	T. B. & Tr.	4-4 $\frac{1}{2}$	25.60	251.0		3	Det.	4	Int.	Iron.	PS.	L.			Heli.	None.	CI.							
Waukesha.	VK	T. Tr.	4-4 $\frac{1}{2}$ x5	28.90	284.0		3	Det.	4	Int.	Iron.	PS.	L.			Heli.	None.	CI.							
Waukesha.	VIS	Tractors.	4-4 $\frac{1}{2}$ x5 $\frac{1}{2}$	27.20	281.0		3	Det.	4	Int.	Iron.	PS.	L.			Heli.	None.	CI.							
Waukesha.	VIL	Tractors.	4-4 $\frac{1}{2}$ x5 $\frac{1}{2}$	30.60	316.0		3	Det.	4	Int.	Iron.	PS.	L.			Heli.	None.	CI.							
Waukesha.	VIK	Tractors.	4-4 $\frac{1}{2}$ x5 $\frac{1}{2}$	34.20	353.0		3	Det.	4	Int.	Iron.	PS.	L.			Heli.	None.	CI.							
Waukesha.	CHS	Tractors.	4-4 $\frac{1}{2}$ x6 $\frac{1}{2}$	36.10	443.0		3	Det.	4	Int.	Iron.	PS.	L.			Heli.	None.	CI.							
Waukesha.	CHI	Tractors.	4-5 $\frac{1}{2}$ x6 $\frac{1}{2}$	42.03	516.0		3	Det.	4	Int.	Iron.	PS.	L.			Heli.	None.	CI.							
Waukesha.	HS	T. & Tr.	4-5 $\frac{1}{2}$ x6 $\frac{1}{2}$	48.40	618.0		3, 4	Det.	4	Sep.	Iron.	PS.	L.			Heli.	None.	CI.							
Waukesha.	HL	Tractors.	4-6x6 $\frac{1}{2}$	57.60	735.0		3, 4	Det.	4	Sep.	Iron.	PS.	L.			Heli.	None.	CI.							
Waukesha.	JS	Tractors.	4-5 $\frac{1}{2}$ x7	48.40	665.0		3	Det.	2	Sep.	Iron.	PS.	L.			Heli.	None.	CI.							
Waukesha.	JL	Tractors.	4-6x7	57.60	792.0		3	Det.	2	Sep.	Iron.	PS.	L.			Heli.	None.	CI.							
Waukesha.	JK	Tractors.	4-6 $\frac{1}{2}$ x7	67.60	929.0		3	Det.	2	Sep.	Iron.	PS.	L.			Heli.	None.	CI.							
Waukesha.	WL		4-6 $\frac{1}{2}$ x8	62.50	982.0		3, 4	Det.	2	Sep.	Iron.	PS.	L.			Heli.	None.	CI.							
Waukesha.	WK		4-6 $\frac{1}{2}$ x8	73.00	1145		3, 4	Det.	2	Sep.	Iron.	PS.	L.			Heli.	None.	CI.							
Waukesha.	G-90	T. Tr. B. Ind.	6-3 $\frac{1}{2}$ x4 $\frac{1}{2}$	27.34	255.0		3	Det.	4	Int.	Iron.	PS.	F.	ChN <sup>o</sup>		Heli.	None.	AI.		1.00x					
Waukesha.	GMS	T. B. Tr.	6-3 $\frac{1}{2}$ x4 $\frac{1}{2}$	33.70	315.0		3	Det.	6	Int.	Iron.	PS.	L.			Heli.	None.	CI.							
Waukesha.	GML	T. B. Tr.	6-4x4 $\frac{1}{2}$	38.50	358.0		3	Det.	6	Int.	Iron.	PS.	L.			Heli.	None.	CI.							
Waukesha.	G-110	T. B. Tr. Ind.	6-4x4 $\frac{1}{2}$	38.50	358.0		3	Det.	6	Int.	Iron.	AI.	F.	ChN <sup>o</sup>		Heli.	None.	AI.		1.00x					
Waukesha.	G-6MK	T. B. Tr.	6-4 $\frac{1}{2}$ x4 $\frac{1}{2}$	40.80	381.0		3	Det.	6	Int.	Iron.	PS.	L.			Heli.	None.	CI.							
Waukesha.	G-SRS	T. & B.	6-4 $\frac{1}{2}$ x5 $\frac{1}{2}$	40.84	411.0		3	Det.	6	Sep.	Iron.	PS.	L.			Heli.	None.	AI.							
Waukesha.	G-SRL	T. & B.	6-4 $\frac{1}{2}$ x5 $\frac{1}{2}$	46.00	464.0		3	Det.	6	Sep.	Iron.	PS.	F.	ChN <sup>o</sup>		Heli.	None.	AI.		1.00x					
Waukesha.	G-125	T. B. Tr. Ind.	6-4 $\frac{1}{2}$ x5 $\frac{1}{2}$	46.00	464.0		3	Det.	6	Sep.	Iron.	PS.	L.			Heli.	None.	AI.							
Waukesha.	G-SRK	T. B. Tr.	6-4 $\frac{1}{2}$ x8	51.34	517.0		3	Det.	6	Int.	Iron.	PS.	L.			Heli.	None.	AI.							
Waukesha.	GHB	T & Buses.	6-4 $\frac{1}{2}$ x5 $\frac{1}{2}$	43.10	490.0		3	Det.	2	Sep.	Al.	AI.	L.			Heli.	None.	CI.							
Waukesha.	GAB	T & Buses.	6-4 $\frac{1}{2}$ x5 $\frac{1}{2}$	48.60	549.0		3	Det.	2	Sep.	Al.	AI.	L.			Heli.	None.	CI.							
Waukesha.	GRB	T & Buses.	6-5x5 $\frac{1}{2}$	60.00	677.0		3	Det.	2	Sep.	Al.	AI.	L.			Heli.	None.	AI.							
Waukesha.	6LS	Rail C.	6 $\frac{1}{2}$ x8 $\frac{1}{2}$	104.0	1962.0		4	Det.	1	Sep.	Iron.	PS.	L.			Heli.	None.	AI.							
Waukesha.	6LK	Rail C.	6-7 $\frac{1}{2}$ x8 $\frac{1}{2}$	144.0	2410.0		4	Det.	1	Sep.	Iron.	PS.	L.			Heli.	None.	AI.							
Wisconsin.	SU	T. & Tr.	4-4 $\frac{1}{2}$	25.60	50-2000	251.3	4, 20	3	Det.	4	Int.	Iron.	PS.	I.	Sil.	1.53	.380	Heli.	Idler.	CI.	4.25	55.0	1.06x3.47		
Wisconsin.	W	Tr. Ind.	4-4 $\frac{1}{2}$ x5	49-1600	267.0	4, 15	3	Det.	4	Int.	Iron.	PS.	I.	Sil.	1.53	.380	Heli.	None.	CI.	4.25	58.0	1.06x3.47			
Wisconsin.	X	Tr. Ind.	4-4 $\frac{1}{2}$ x5	32.4	66-1800	318	4, 25	3	Det.	4	Int.	Iron.	PS.	I.	Sil.	1.81	.387	Heli.	Idler.	CI.	4.75	91.0	1.18x3.93		
Wisconsin.	N	T. Tr. Ind.	6-3 $\frac{1}{2}$ x4 $\frac{1}{2}$	29.39	55-2500	245	4, 60	3	Det.	6	Int.	Iron.	PS.	I.	Sil.	1.50	.380	Heli.	Cam.	CI.	4.00	59.0	1.06x2.85	Pist.	
Wisconsin.	GA-1	T. Buses.	6-3 $\frac{1}{2}$ x5 $\frac{1}{2}$	31.54	65-2000	309	4, 54	3	Det.	6	Int.	Iron.	PS.	I.	Sil.	1.50	.380	Heli.	Idler.	CI.	4.00	50.0	1.06x3.10		
Wisconsin.	GA-2	T. Tr. Ind.	6-3 $\frac{1}{2}$ x5 $\frac{1}{2}$	33.75	67-2000	331	4, 54	3	Det.	6	Int.	Iron.	PS.	I.	Sil.	1.50	.380	Heli.	Idler.	CI.	3.90	51.0	1.06x3.10		
Wisconsin.	L-2	T. Tr. Ind.	6-3 $\frac{1}{2}$ x5 $\frac{1}{2}$	36.00	80-2200	354	4, 30	3	Det.	6	Int.	Iron.	PS.	I.	Sil.	1.75	.378	Heli.	Idler.	CI.	4.87	48.0	1.25x3.15	Flo.	
Wisconsin.	L-3	T. Tr. Ind.	6-4 $\frac{1}{2}$ x5 $\frac{1}{2}$	40.80	85-2000	401	4, 30	3	Det.	6	Int.	Iron.	PS.	I.	Sil.	1.75	.378	Heli.	Idler.	CI.	4.72	52.0	1.25x3.40	Flo.	
Wisconsin.	ZA-1	T. Tr. Ind.	6-4 $\frac{1}{2}$ x5 $\frac{1}{2}$	48.60	108-2000	477	4, 50	3	Det.	6	Sep.	SS.	Iron.	I.	Sil.	1.81	.450	Heli.	Idler.	CI.	4.75	88.0	1.19x3.93		
Wisconsin.	ZA-2	T. Tr. Ind.	6-4 $\frac{1}{2}$ x5 $\frac{1}{2}$	51.34	112-2000	504	4, 50	3	Det.	6	Sep.	SS.	Iron.	I.	Sil.	1.81	.450	Heli.	Idler.	CI.	4.75	94.0	1.19x3.93		
Wisconsin.	E	Tr. Ind.	6-6x7	86-40	145-1200	1187	4, 18	3	Det.	2	Sep.	SS.	Iron.	I.	Sil.	2.25	.465	Heli.	None.	CI.	6.25	196.0	1.69x5.20	Rod.	

**ABBREVIATIONS:**  
 a—Main Bearings.  
 Accx—Accessories Drive.  
 Al—Aluminum Alloy.  
 Als—Aluminum Steel with Strut.  
 ASt—Alloy Steel.  
 b—Connecting Rod Bearings.  
 B—Buses.  
 Ball—Ball Bearing.

B—Battery  
 Cam—Camshaft Bearings  
 C&L—Cam and Lever  
 Ch—Chain

CNS—Chrome Nickel Intake, Silicon  
 Chromium Exhaust  
 CI—Cast Iron  
 Cel—Columbia

Cent—Continental  
 d—Wrist Pins  
 Det—Detachable  
 Dur—Duralumin.<br

## ENGINES—Continued

CONNECTING RODS	CRANKSHAFT						OILING SYSTEM	WATER CIRCULATION	GOVERNOR	MISCELLANEOUS			MAKE AND MODEL												
	Material	Center to Center Length (In.)	Weight (with Bushings and Cap) Ozs.	Main Bearings		Pressure to	Pump Type	Pump Type	Furnished?	Type	Maximum Generated Speed (R.P.M.)	Speed at which Maximum Torque is Developed (R.P.M.)													
				Crack Pin	Counterbalances Used?	Diameter and Length (In.)	Front	Rear																	
Car.	8.75	48.0	Car.	None	No.	2.25x1.50	7	2.62x2.75	2.62x1.62	abce...	Gear.	Pump...	Gear.	Opt.	Cent.	1075	900	1040	Yes...	25%	42	41 $\frac{1}{2}$	No...	Thoroughbred...	XS6
Car.	12.00	120.0	Car.	None	No.	2.37x2.87	3	2.25x2.97	2.75x4.00	abcef...	Gear.	Pump...	Gear.	Opt.	Cent.	1075	900	1260	Yes...	30%	47 $\frac{1}{2}$	42 $\frac{1}{2}$	1	Twin City...	TW
Car.	12.00	120.0	Car.	None	No.	2.37x2.87	3	2.25x2.97	2.75x4.00	abcef...	Gear.	Pump...	Gear.	Opt.	Cent.	1000	800	1075	Yes...	23 $\frac{1}{2}$ %	43 $\frac{1}{2}$	46 $\frac{1}{2}$	2	Twin City...	FE
Car.	5.00	96.0	Car.	None	No.	2.37x2.50	3	2.50x2.50	2.62x3.50	abcef...	Gear.	Pump...	Gear.	Opt.	Cent.	900	700	1800	Yes...	34 $\frac{1}{2}$ %	47 $\frac{1}{2}$	54 $\frac{1}{2}$	1	Twin City...	KE
Car.	14.00	248.0	Car.	None	Yes.	3.00x3.62	3	2.90x3.91	3.12x5.75	abf...	Gear.	Pump...	Gear.	Opt.	Cent.	...	...	285	...	18	28 $\frac{1}{2}$ %	37 $\frac{1}{2}$	5	Waukesha...	AE
Car.	7.25	...	Car.	...	...	1.75x1.25	3	2.12x1.25	2.12x1.50	abce...	Gear.	Opt...	Vane.	Opt.	Cent.	...	...	290	...	19	28 $\frac{1}{2}$ %	37 $\frac{1}{2}$	5	Waukesha...	PLJ
Car.	8.75	...	Car.	...	...	1.75x1.25	3	2.12x1.25	2.12x1.50	abce...	Gear.	Opt...	Vane.	Opt.	Cent.	...	...	375	...	20	28 $\frac{1}{2}$ %	37 $\frac{1}{2}$	5	Waukesha...	FKJ
Car.	8.75	...	Car.	...	...	2.00x1.50	3	2.00x1.87	2.00x2.50	abde...	Gear.	Opt...	Cent.	Opt.	Cent.	...	...	400	...	21	28 $\frac{1}{2}$ %	37 $\frac{1}{2}$	5	Waukesha...	XAH
Car.	8.75	...	Car.	...	...	2.12x1.50	3	2.25x1.75	2.25x2.31	abce...	Gear.	Opt...	Cent.	Opt.	Cent.	...	...	580	...	20	20 $\frac{1}{2}$ %	34	3	Waukesha...	XAK
Car.	10.00	57.5	Car.	0.25	No.	2.25x2.00	3	2.25x2.00	2.37x2.75	abce...	Gear.	Opt...	Cent.	Opt.	Cent.	...	...	600	...	20	20 $\frac{1}{2}$ %	34	3	Waukesha...	V
Car.	10.50	...	Car.	...	...	2.37x2.12	3	2.37x2.12	2.37x2.75	abde...	Gear.	Pump...	Cent.	Cent.	Cent.	1375	...	21 $\frac{1}{2}$	35	...	...	...	VIS		
Car.	10.50	...	Car.	...	...	2.37x2.12	3	2.37x2.12	2.37x2.75	abde...	Gear.	Pump...	Cent.	Cent.	Cent.	1375	...	21 $\frac{1}{2}$	35	...	...	...	VIL		
Car.	11.75	...	Car.	None	No.	2.75x1.50	3	3.00x2.87	3.00x3.62	abde...	Gear.	Pump...	Cent.	Cent.	Cent.	1375	...	24	42	...	...	...	VIK		
Car.	11.75	...	Car.	None	No.	2.75x2.50	3	3.00x2.87	3.00x3.62	abde...	Gear.	Pump...	Cent.	Cent.	Cent.	1575	...	24	42	...	...	...	CHS		
Car.	13.25	...	Car.	None	No.	2.50x2.75	3	3.00x3.00	3.00x3.63	abce...	Gear.	Pump...	Cent.	Cent.	Cent.	1550	...	30 $\frac{1}{2}$	42	48	1	Waukesha...	CHK		
Car.	13.25	...	Car.	None	No.	2.50x2.75	3	3.00x3.00	3.00x3.63	abce...	Gear.	Pump...	Cent.	Cent.	Cent.	1575	...	30 $\frac{1}{2}$	42	48	1	Waukesha...	HS		
Car.	15.37	...	Car.	...	...	3.25x2.75	3	3.75x3.25	3.75x4.25	abce...	Gear.	Pump...	Cent.	Cent.	Cent.	2170	...	30 $\frac{1}{2}$	47	52 $\frac{1}{2}$	0	Waukesha...	HL		
Car.	15.37	...	Car.	...	...	3.25x2.75	3	3.75x3.25	3.75x4.25	abce...	Gear.	Pump...	Cent.	Cent.	Cent.	2195	...	30 $\frac{1}{2}$	47	52 $\frac{1}{2}$	0	Waukesha...	JS		
Car.	15.37	...	Car.	...	...	3.25x2.75	3	3.75x3.25	3.75x4.25	abce...	Gear.	Pump...	Cent.	Cent.	Cent.	2220	...	30 $\frac{1}{2}$	47	52 $\frac{1}{2}$	0	Waukesha...	JL		
Car.	18.00	...	Car.	None	No.	3.25x2.75	3	3.75x3.75	3.75x5.50	abce...	Gear.	Pump...	Cent.	Cent.	Cent.	2700	...	34	51 $\frac{1}{2}$	59 $\frac{1}{2}$	0,00	Waukesha...	WL		
Car.	18.00	...	Car.	None	No.	3.25x2.75	3	3.75x3.75	3.75x5.50	abce...	Gear.	Pump...	Cent.	Cent.	Cent.	2750	...	34	51 $\frac{1}{2}$	59 $\frac{1}{2}$	0,00	Waukesha...	WK		
Car.	8.75	...	Car.	None	No.	2.25x1.50	4	2.62x1.56	2.62x2.25	abde...	Gear.	Pump...	Cent.	Opt.	Cent.	775	...	25 $\frac{1}{2}$	36 $\frac{1}{2}$	41	4	Waukesha...	6-90		
Car.	8.75	...	Car.	None	No.	2.25x1.50	7	2.62x1.62	2.62x2.75	abce...	Gear.	Pump...	Cent.	Opt.	Cent.	860	...	20 $\frac{1}{2}$	31	43 $\frac{1}{2}$	3, 2	Waukesha...	GMS		
Car.	8.75	...	Car.	None	No.	2.25x1.50	7	2.62x1.62	2.62x2.75	abce...	Gear.	Pump...	Cent.	Opt.	Cent.	875	...	20 $\frac{1}{2}$	31	43 $\frac{1}{2}$	3, 2	Waukesha...	6ML		
Car.	8.75	...	Car.	None	No.	2.25x1.50	7	2.87x1.62	2.87x2.75	abde...	Gear.	Pump...	Cent.	Opt.	Cent.	1125	...	26	38 $\frac{1}{2}$	59 $\frac{1}{2}$	30	Waukesha...	6-110		
Car.	10.25	...	Car.	None	No.	2.25x1.50	7	3.00x1.81	3.00x3.00	abce...	Gear.	Pump...	Cent.	Opt.	Cent.	890	...	20 $\frac{1}{2}$	31	43 $\frac{1}{2}$	3, 2	Waukesha...	6MK		
Car.	10.25	...	Car.	None	No.	2.75x1.75	7	3.00x1.81	3.00x3.00	abce...	Gear.	Pump...	Cent.	Opt.	Cent.	1150	...	26	34 $\frac{1}{2}$	46 $\frac{1}{2}$	3, 3	Waukesha...	6SR5		
Car.	10.25	...	Car.	None	No.	2.75x1.75	7	3.00x1.81	3.00x3.00	abce...	Gear.	Pump...	Cent.	Opt.	Cent.	1245	...	27	42 $\frac{1}{2}$	61 $\frac{1}{2}$	30	Waukesha...	6SRK		
Car.	10.25	...	Car.	None	No.	2.75x1.75	7	3.00x1.81	3.00x3.00	abce...	Gear.	Pump...	Cent.	Opt.	Cent.	1320	...	26	35	46 $\frac{1}{2}$	3, 2	Waukesha...	6SRK		
Car.	12.25	...	ChN.	None	No.	2.75x2.50	4	3.50x2.50	3.50x3.37	abce...	Gear.	Pump...	Cent.	Opt.	Cent.	1250	...	26	41 $\frac{1}{2}$	54 $\frac{1}{2}$	2	Waukesha...	6HB		
Car.	13.25	...	ChN.	None	No.	2.75x2.50	4	3.50x2.63	3.50x3.50	abce...	Gear.	Pump...	Cent.	Opt.	Cent.	1600	750	1300	No.	26	41 $\frac{1}{2}$	54 $\frac{1}{2}$	2	Waukesha...	6AB
Car.	13.25	...	ChN.	None	No.	2.75x2.50	4	3.50x2.50	3.00x3.50	abce...	Gear.	Pump...	Cent.	Opt.	Cent.	1250	...	26	41 $\frac{1}{2}$	54 $\frac{1}{2}$	2	Waukesha...	6RB		
Car.	18.38	...	Car.	None	No.	4.00x3.75	7	4.50x5.00	4.25x5.50	abce <sup>o</sup> ...	Gear.	Pump...	Cent.	Opt.	Cent.	7300	Yes.	42	60	95 $\frac{1}{2}$	00	Waukesha...	6LS		
Car.	18.38	...	Car.	None	No.	4.00x3.75	7	4.25x5.00	4.25x5.50	abce <sup>o</sup> ...	Gear.	Pump...	Cent.	Opt.	Cent.	7335	Yes.	42	60	95 $\frac{1}{2}$	00	Waukesha...	6LK		
Car.	10.50	66.0	Car.	None	No.	2.00x2.00	3	1.94x2.50	2.06x3.00	abce...	Gear.	Pump...	Cent.	Opt.	Opt.	1000	615	640	No.	26	34	35 $\frac{1}{2}$	30	Wisconsin...	SU
Car.	10.50	64.0	Car.	None	No.	2.37x2.50	3	2.37x2.50	2.37x3.00	abce...	Gear.	Pump...	Cent.	Opt.	Opt.	950	...	26	34	35 $\frac{1}{2}$	30	Wisconsin...	W		
Car.	10.5	133.0	Car.	None	No.	2.75x2.50	3	2.75x3.00	2.75x3.00	abce...	Gear.	Pump...	Cent.	Opt.	Opt.	1000	850	1000	No.	26	36	46	20	Wisconsin...	X
Car.	9.0	59.0	Car.	None	Yes.	2.25x1.75	3	2.25x2.50	2.25x3.00	abce...	Gear.	Pump...	Cent.	Opt.	Opt.	700	820	820	No.	26	30	45 $\frac{1}{2}$	20	Wisconsin...	N
Car.	10.5	68.0	Car.	Yes.	Yes.	2.50x1.75	4	2.50x2.50	2.50x3.00	abce...	Gear.	Pump...	Cent.	Opt.	Opt.	650	965	965	Opt.	25 $\frac{1}{2}$ %	34	47 $\frac{1}{2}$	30	Wisconsin...	GA-1
Car.	10.5	68.0	Car.	Yes.	Yes.	2.50x1.75	4	2.50x2.50	2.50x3.00	abce...	Gear.	Pump...	Cent.	Opt.	Opt.	700	975	975	Opt.	25 $\frac{1}{2}$ %	34	48	30	Wisconsin...	GA-2
Car.	10.5	72.0	Car.	None	Yes.	2.62x1.75	4	2.75x2.25	2.75x2.75	abce...	Gear.	Pump...	Cent.	Opt.	Cent.	700	1075	1075	Opt.	25 $\frac{1}{2}$ %	34	47 $\frac{1}{2}$	30	Wisconsin...	L-2
Car.	10.5	72.0	Car.	None	Yes.	2.62x1.75	4	2.75x2.25	2.75x2.75	abce...	Gear.	Pump...	Cent.	Opt.	Opt.	700	1095	1095	Opt.	25 $\frac{1}{2}$ %	34	47 $\frac{1}{2}$	30	Wisconsin...	L-3
Car.	10.5	133.0	Car.	None	Yes.	2.75x2.50	4	2.75x3.00	2.75x3.00	abce...	Gear.	Pump...	Cent.	Opt.	Opt.	800	1160	1160	Opt.	26	34 $\frac{1}{2}$	52 $\frac{1}{2}$	20	Wisconsin...	ZA-1
Car.	10.5	133.0	Car.	None	Yes.	2.75x2.50	4	2.75x3.00	2.75x3.00	abce...	Gear.	Pump...	Cent.	Opt.	Opt.	700	1160	1160	Opt.	26	34 $\frac{1}{2}$	52 $\frac{1}{2}$	20	Wisconsin...	ZA-2
Car.	14.0	241.0	Car.	None	Yes.	3.25x3.00	4	3.75x4.00	3.75x4.00	abdef...	Gear.	Pump...	Cent.	Opt.	Cent.	600	3550	3550	Opt.	28 $\frac{1}{2}$ %	51 $\frac{1}{2}$	73	00	Wisconsin...	G

—(Oil System)—Rocker Arm  
 $\frac{1}{4}F$ — $\frac{1}{4}$  Floating  
 $\frac{1}{2}F$ — $\frac{1}{2}$  Floating  
 $F$ —Full Floating

## HIGH SPEED DIESEL AND HEAVY OIL ENGINES

## FRENCH

Berliet	4-4 736.30	439.0	70-1700	15.0	497	639	22.0	1.73	.43	45	45	45	45	Elec.			
Berliet	C.T.T. B.M.	648.0	100-1700	16.5	497	639	22.0	1.73	.43	45	45	45	45	46 P.R...			
Berliet	C.T.T. B.M.	648.0	100-1700	16.5	497	639	22.0	1.73	.43	45	45	45	45	46 P.R...			
C6	C.T.T. B.M.	648.0	100-1700	16.5	497	639	22.0	1.73	.43	45	45	45	45	46 P.R...			
Renault	C115 C.T.T. B.M.	43.735.69	284.0	60-2000	16.5	510	850	74	20.2	1.53	.315	30	45	45	47 Own.		
Renault	C115 C.T.T. B.M.	43.735.69	284.0	60-2000	16.5	510	850	74	20.2	1.53	.315	30	45	45	47 Own.		
Renault	C115 C.T.T. B.M.	43.735.69	284.0	60-2000	16.5	510	850	74	20.2	1.53	.315	30	45	45	47 Own.		
Rochet-Schneider	37500 T.B.M.	348.0	82-2000	14.0	335	710	68.0	17.6	227.160	1430	VI.	1.77	.46	45	45	44 Bosh.	
Saurer	B.R.D. Buses.	347.0	94-1600	17.5	568	780	89.5	22.4	1430	1430	VI.	1.89	.33	30	5	44 Bosh.	
Saurer	B.R.D. Trucks.	349.0	68-2000	17.5	568	780	85.0	20.20	14-1600	1133	VI.	1.73	.1.73	.33	30	5	44 Bosh.
Saurer	B.R.D. Trucks.	349.0	82-1600	17.5	568	780	89.5	18.70	18-1200	1800	VI.	1.89	.33	30	5	44 Bosh.	
Saurer	B.R.D. Trucks.	349.0	133-1600	17.5	568	780	92.4	17.60	1440-1200	2310	VI.	1.97	.47	30	5	44 Bosh.	
Saurer	B.R.D. Trucks.	349.0	162-1500	17.5	568	780	96.5	16.50	162-1200	2640	VI.	2.20	.20	.47	30	5	44 Bosh.
Unic	B.X.D. C.T.T. B.R.	6-5 12x7.09	871.0	95-1700	15.5	510	710	72.5	17.60	310-900	1670	VI.	1.49	.35	45	45	44 Bosh.
Unic	C.T.T. B.R.	6-4 33x4.73	523.0	95-1700	15.5	510	710	72.5	17.60	310-900	1670	VI.	1.49	.35	45	45	44 Bosh.
Unic	C.T.T. B.R.	6-4 33x4.73	278.0	94-2000	16.5	540	740	89.0	15.00	960	960	VI.	1.49	.39	45	45	44 Mar...

## GERMAN

Busing	L104 Buses	4-4 33x4.12	302.0	60-2000	16.0	500	640	77.5	18.00	151-1200	480	HL.	2.09	.35	45	45	44 Bosh.
Busing	FD Buses	6-4 92x6.70	763.0	10-300	16.0	500	640	79.0	15.20	451-900	1750	HL.	1.97	.1.97	.45	45	44 Bosh.
Daimler-Benz	7B Marine	*775.0	16-788	16.0	484	540	89.0	34.00	252-500	836	VI.	1.89	.47	.45	45	44 Bosh.	
Junkers	2/7	2-3 35x7.45	166.0	55-1500	17.0	500	550	55.0	15.20	325-700	1200	VI.	1.89	.47	.45	45	44 Bosh.
Junkers	3/7	3-3 35x7.45	249.0	80-1500	17.0	500	550	55.0	15.20	325-700	1200	VI.	1.89	.47	.45	45	44 Bosh.
Junkers	4/7	4-3 35x7.45	332.0	110-1500	17.0	500	550	55.0	15.00	455-900	1650	VI.	2.06	.2.06	.51	45	44 Bosh.
Linke-Holmann	17A Tractors	507.0	70-1400	16.0	455	710	76.8	23.00	200-1400	1815	VI.	2.06	.2.06	.51	45	44 Bosh.	
Maybach	G104 M.R.	6-5 32x7.09	3770.0	600-1600	16.0	440	725	82.0	16.5	240-1500	6600	VI.	2.56	.2.56	.71	45	44 Bosh.
Maybach	G46 M.R.	6-5 32x7.09	1005.0	150-1400	14.0	500	780	82.5	13.2	621-700	1980	VI.	2.52	.2.52	.53	30	44 Bosh.
Maybach	G105 M.R.	6-5 32x7.09	1005.0	175-1400	14.0	500	780	97.0	13.2	722-700	2310	VI.	2.52	.2.52	.53	30	44 Bosh.
Maybach	G106 M.R.	6-5 32x7.09	1250.0	210-1400	14.0	500	780	97.0	12.1	867-700	2530	VI.	2.83	.2.83	.67	30	44 Bosh.
Maybach	G107 M.R.	6-5 32x7.09	1250.0	410-1400	14.0	500	780	97.0	12.1	867-700	2530	VI.	2.83	.2.83	.67	30	44 Bosh.
Maybach	G108 M.R.	6-5 32x7.09	1250.0	50-1600	10.0	500	780	97.0	12.1	867-700	2530	VI.	2.83	.2.83	.67	30	44 Bosh.
Mercedes-Benz	WAV17 T. Buses	12.5-91x7.88	1950.0	410-1400	14.0	500	780	97.0	12.1	867-700	2530	VI.	2.83	.2.83	.67	30	44 Bosh.
Mercedes-Benz	WAV17 T. Buses	12.5-91x7.88	2280.0	410-1400	14.0	500	780	97.0	12.1	867-700	2530	VI.	2.83	.2.83	.67	30	44 Bosh.
Mercedes-Benz	WAV17 T. Buses	12.5-91x7.88	2280.0	410-1400	14.0	500	780	97.0	12.1	867-700	2530	VI.	2.83	.2.83	.67	30	44 Bosh.
Mercedes-Benz	WAV17 T. Buses	12.5-91x7.88	2280.0	410-1400	14.0	500	780	97.0	12.1	867-700	2530	VI.	2.83	.2.83	.67	30	44 Bosh.
Mercedes-Benz	WAV17 T. Buses	12.5-91x7.88	2280.0	410-1400	14.0	500	780	97.0	12.1	867-700	2530	VI.	2.83	.2.83	.67	30	44 Bosh.
Mercedes-Benz	WAV17 T. Buses	12.5-91x7.88	2280.0	410-1400	14.0	500	780	97.0	12.1	867-700	2530	VI.	2.83	.2.83	.67	30	44 Bosh.
Mercedes-Benz	WAV17 T. Buses	12.5-91x7.88	2280.0	410-1400	14.0	500	780	97.0	12.1	867-700	2530	VI.	2.83	.2.83	.67	30	44 Bosh.
Mercedes-Benz	WAV17 T. Buses	12.5-91x7.88	2280.0	410-1400	14.0	500	780	97.0	12.1	867-700	2530	VI.	2.83	.2.83	.67	30	44 Bosh.
Mercedes-Benz	WAV17 T. Buses	12.5-91x7.88	2280.0	410-1400	14.0	500	780	97.0	12.1	867-700	2530	VI.	2.83	.2.83	.67	30	44 Bosh.
Mercedes-Benz	WAV17 T. Buses	12.5-91x7.88	2280.0	410-1400	14.0	500	780	97.0	12.1	867-700	2530	VI.	2.83	.2.83	.67	30	44 Bosh.
Mercedes-Benz	WAV17 T. Buses	12.5-91x7.88	2280.0	410-1400	14.0	500	780	97.0	12.1	867-700	2530	VI.	2.83	.2.83	.67	30	44 Bosh.
Mercedes-Benz	WAV17 T. Buses	12.5-91x7.88	2280.0	410-1400	14.0	500	780	97.0	12.1	867-700	2530	VI.	2.83	.2.83	.67	30	44 Bosh.
Mercedes-Benz	WAV17 T. Buses	12.5-91x7.88	2280.0	410-1400	14.0	500	780	97.0	12.1	867-700	2530	VI.	2.83	.2.83	.67	30	44 Bosh.
Mercedes-Benz	WAV17 T. Buses	12.5-91x7.88	2280.0	410-1400	14.0	500	780	97.0	12.1	867-700	2530	VI.	2.83	.2.83	.67	30	44 Bosh.
Mercedes-Benz	WAV17 T. Buses	12.5-91x7.88	2280.0	410-1400	14.0	500	780	97.0	12.1	867-700	2530	VI.	2.83	.2.83	.67	30	44 Bosh.
Mercedes-Benz	WAV17 T. Buses	12.5-91x7.88	2280.0	410-1400	14.0	500	780	97.0	12.1	867-700	2530	VI.	2.83	.2.83	.67	30	44 Bosh.
Mercedes-Benz	WAV17 T. Buses	12.5-91x7.88	2280.0	410-1400	14.0	500	780	97.0	12.1	867-700	2530	VI.	2.83	.2.83	.67	30	44 Bosh.
Mercedes-Benz	WAV17 T. Buses	12.5-91x7.88	2280.0	410-1400	14.0	500	780	97.0	12.1	867-700	2530	VI.	2.83	.2.83	.67	30	44 Bosh.
Mercedes-Benz	WAV17 T. Buses	12.5-91x7.88	2280.0	410-1400	14.0	500	780	97.0	12.1	867-700	2530	VI.	2.83	.2.83	.67	30	44 Bosh.
Mercedes-Benz	WAV17 T. Buses	12.5-91x7.88	2280.0	410-1400	14.0	500	780	97.0	12.1	867-700	2530	VI.	2.83	.2.83	.67	30	44 Bosh.
Mercedes-Benz	WAV17 T. Buses	12.5-91x7.88	2280.0	410-1400	14.0	500	780	97.0	12.1	867-700	2530	VI.	2.83	.2.83	.67	30	44 Bosh.
Mercedes-Benz	WAV17 T. Buses	12.5-91x7.88	2280.0	410-1400	14.0	500	780	97.0	12.1	867-700	2530	VI.	2.83	.2.83	.67	30	44 Bosh.
Mercedes-Benz	WAV17 T. Buses	12.5-91x7.88	2280.0	410-1400	14.0	500	780	97.0	12.1	867-700	2530	VI.	2.83	.2.83	.67	30	44 Bosh.
Mercedes-Benz	WAV17 T. Buses	12.5-91x7.88	2280.0	410-1400	14.0	500	780	97.0	12.1	867-700	2530	VI.	2.83	.2.83	.67	30	44 Bosh.
Mercedes-Benz	WAV17 T. Buses	12.5-91x7.88	2280.0	410-1400	14.0	500	780	97.0	12.1	867-700	2530	VI.	2.83	.2.83	.67	30	44 Bosh.
Mercedes-Benz	WAV17 T. Buses	12.5-91x7.88	2280.0	410-1400	14.0	500	780	97.0	12.1	867-700	2530	VI.	2.83	.2.83	.67	30	44 Bosh.
Mercedes-Benz	WAV17 T. Buses	12.5-91x7.88	2280.0	410-1400	14.0	500	780	97.0	12.1	867-700	2530	VI.	2.83	.2.83	.67	30	44 Bosh.
Mercedes-Benz	WAV17 T. Buses	12.5-91x7.88	2280.0	410-1400	14.0	500	780	97.0	12.1	867-700	2530	VI.	2.83	.2.83	.67	30	44 Bosh.
Mercedes-Benz	WAV17 T. Buses	12.5-91x7.88	2280.0	410-1400	14.0	500	780	97.0	12.1	867-700	2530	VI.	2.83	.2.83	.67	30	44 Bosh.
Mercedes-Benz	WAV17 T. Buses	12.5-91x7.88															

## AMERICAN STOCK

MAKE AND MODEL	Designed for	Maximum Load on Spring Fads (Lbs.)	Maximum Drive Shaft Torque (Lb. Ft.)	Type	Final Drive	GEAR MATERIALS (S.A.E. Nos.)				GEAR RATIO				NOMINAL PITCH OF GEARS	FACE OF GEARS	AXLE SHAFT	RANGE OF SPRING CENTERS	Propulsion Taken by	Torque Taken by	Provision for Radius Rods?							
						First Re- duction		Final Reduction		First Reduction		Final Reduction															
						Pinion	Gear	Pinion	Gear	Standard	Optional	Standard	Optional														
Clark.	B-364	Trucks.		1/2F	S B.	2315	2315			5.66	5.10	6.37			4.25	1.31	1.63	1.97	4130	40	38 1/2	Sp. Sp. No.					
Clark.	B-373	Trucks.		FF	S B.	4615				6.37	5.66	5.10			4.25	1.44	1.62	3140	43 1/8	39 1/2	Sp. Sp. No.						
Clark.	B-374	Trucks.		FF	S B.	4615				6.37	5.66	5.10			4.25	1.44	1.62	3140	41	39	Sp. Sp. No.						
Clark.	B-611	Trucks.		FF	S B.	2512	2315			6.37	5.66				3.80	1.69	1.75	3140	41	38	Sp. Sp. No.						
Clark.	B-805	Trucks.		FF	S B.	2512	2315			6.43	7.17				2.80	2.12	2.12	1.94	3140	41	37 1/2	Sp. Sp. No.					
Clark.	B-412	Trucks.		FF	S B.	2512	2315			6.37	5.66				3.80	1.69	1.62	3140	43 1/8	39 1/2	Sp. Sp. No.						
Clark.	B-613	Trucks.		FF	S B.	2512	2315			6.37	5.66				3.80	1.69	1.75	3140	41	38	Sp. Sp. No.						
Clark.	B-642	Trucks.		FF	S B.	2512	2315			6.43	7.17				2.80	2.12	1.95	1.94	3140	41	37 1/2	Sp. Sp. No.					
Clark.	B-900	Trucks.		FF	S B.	2512	2315			8.57	7.71				3.00	2.75	2.37	2.12	3240	41	39	Sp. Sp. No.					
Columbia.	17000A	Cars		1/2F	S B.	2320	2320			4.9	4.5				5.3	1.2	1.24	1.37	4140	40	38	Sp. Sp. No.					
Columbia.	35000	Trucks.		1/2F	S B.	2320	2320			5.2								1.42	1.75	4140	40	38	Sp. Sp. No.				
Eaton.	38000A	Cars		1/2F	S B.	2315	2315			5.09	5.6	4.7					1/2	1.43	1.5	4140	46	36	Sp. Sp. No.				
Eaton.	966	Trucks.		FF	S B.	2512	2315			6.16	5.28	4.62			3.25	1.5	1.62	Mol	38 1/4		Sp. Sp. No.						
Eaton.	967	Trucks.		FF	S B.	2512	2315			6.16	5.28	4.62			3.18	1.62	1.62	Mol	38 1/4		Sp. Sp. No.						
Eaton.	970	Trucks.		FF	S B.	2512	2315			6.16	6.60	5.28			3.18	1.63	1.62	Mol	38 1/4		Sp. Sp. No.						
Eaton.	972	Trucks.		FF	S B.	2512	2315			6.16	5.28	4.62			3.18	1.62	1.62	Mol	38 1/4		Sp. Sp. No.						
Eaton.	1618	Trucks.		FF	S B.	2512	2315			5.62	6.42	5.11			3.4	1.50	1.75	Mol	42	38	Sp. Sp. No.						
Eaton.	1620	Trucks.		FF	S B.	2512	2315			6.50	5.63	7.40			2.94	1.75	1.81	Mol	40	Var	Sp. Sp. No.						
Eaton.	1718	Trucks.		FF	S B.	2512	2315			6.57	7.14	6.14			3.29	1.75	1.97	Mol	42	Var	Sp. Sp. No.						
Eaton.	1720	Trucks.		FF	S B.	2512	2315			6.14	5.63	6.50			3.07	1.75	1.97	Mol	42	Var	Sp. Sp. No.						
T-45	Trucks.			FF	D R.	2512	2315	2512	2315	2.18	2.56		8.05	9.43	3.00	4.00	1.56	3.25	1.97	Mol	42	Var	Sp. Sp. No.				
Eaton.	2512	Trucks.		FF	S B.	2512	2315			6.43	7.16	5.62			3.00	1.87	1.97	Mol	40	Var	Sp. Sp. No.						
Eaton.	2412	Trucks.		FF	D R.	2512	2315	2512	2315	2.18	1.92		8.05	7.10	3.00	4.00	1.56	3.25	1.97	Mol	40	Var	Sp. Sp. No.				
Eaton.	2612	Trucks.		FF	D R.	2512	2315	2512	2315	2.18	2.56		8.05	9.43	2.88	4	1.75	3.31	2.12	Mol	40	Var	Sp. Sp. No.				
Eaton Harv.	58	Trucks.		FF	D R.	2512	2512	2512	2315	2.23	2.64		8.4	9.94	3.13	4.5	1.75	3.25	2.12	2.12	Mol	41 1/4	Var	Sp. Sp. No.			
Eaton.	78	Trucks.		FF	D R.	2512	2512	2512	2315	2.75	2.06		10.45	7.85	3.00	4.5	1.87	4.00	2.50	2.50	Mol	44 1/4	Var	Sp. Sp. No.			
Eaton.	88	Trucks.		FF	D R.	2512	2512	2512	2315	2.33	2.08		6.37	7.99	1.87	3.11	2.0	4.00	2.62		Mol	40	Var	Sp. Sp. No.			
Eaton.	1167	Trucks.		FF		2512	2512	2512	2315	1.62			12.13		6.80	3.25	8.7	1.50	1.62	Mol	38 1/4		Sp. Sp. No.				
Salisbury.	S	Cars	11000	8425	1/2F	S B.	2315	2315			5.25	Var.	Var.			6.46	1.06		1.97	1.00	4140	Var.	Var.	T T. Yes.			
Salisbury.	30	Cars	11800	5825	1/2F	S B.	4620	4620			Var.	Var.	Var.				1.25		1.18	1.31	4140	Var.	Var.	Sp. No.			
Salisbury.	40	Cars	12200	950	1/2F	S B.	4620	4620			Var.	Var.	Var.				1.28		1.22	1.50	4140	Var.	Var.	Sp. No.			
Salisbury.	T	Cars	12400	1050	1/2F	S B.	2315	2315			Var.	Var.	Var.				1.31		1.31	1.56	4140	Var.	Var.	Sp. No.			
Salisbury.	50	Cars	12400	1050	1/2F	Hyp.	4620	4620			Var.	Var.	Var.				1.44		1.31	1.56	4140	Var.	Var.	Sp. No.			
Salisbury.	M	Cars	12600	51175	1/2F	S B.	2315	2315			Var.	Var.	Var.				1.37		1.31	1.56	4140	Var.	Var.	Sp. No.			
Salisbury.	P	Cars	12700	51325	1/2F	Wo.	3115				4.50	4.75	5.00				1.50		1.37	1.57	4140	41	41	Sp. Sp. No.			
F cars	13400	Cars	13400	51425	1/2F	S B.	2315	2315			Var.	Var.	Var.				1.50		1.47	1.75	4140	Var.	Var.	Sp. No.			
Salisbury.	FH	Cars	13600	51500	1/2F	Hyp.	3115				3.78	Var.	Var.				1.50		1.47	1.75	4140	Var.	Var.	TA. Sp. No.			
F trucks	14500	Trucks.	14500	52000	1/2F	S B.	2315	2315			Var.	Var.	Var.				1.50		1.46	2.00	4140	Var.	Var.	Sp. No.			
Timken.	52200	Trucks.		FF	S B.	4615	4615			5.83	4.86	5.17				11.5		1.37	1.62	1.50	3240	41	38	Sp. Sp. No.			
Timken.	53200	Trucks.		FF	S B.	4615	4615						6.60	5.66	12.25			1.50	1.62	1.50	3240	41	39	Sp. Sp. No.			
Timken.	54200	Trucks.		FF	S B.	4615	4615			5.83	4.86	6.80			12.62		1.69	1.75	1.62	3240	41	39	Sp. Sp. Yes.				
Timken.	56200	Trucks.		FF	S B.	4615	4615			6.17	5.29	5.71			14		2.13	1.87	1.75	3240	41	39	Sp. Sp. Yes.				
Timken.	58200	Trucks.		FF	S B.	4615	4615			6.83	5.57	6.14			16		2.6	2.00	1.81	3240	41	39	Sp. Sp. Yes.				
Timken.	64800	Trucks.		FF	Wo.	3115				6.00	6.40	7.40						1.87	1.75	3240	41	39	Sp. Sp. Yes.				
Timken.	65200	Trucks.		FF	Wo.	3115				7.50	6.75	8.75						2.00	1.81	3240	41	39	Sp. Sp. Yes.				
Timken.	65720	Trucks.		FF	Wo.	3115				8.50	6.80	7.75						2.25	2.00	3240	41	39	Sp. Sp. Yes.				
Timken.	66720	Trucks.		FF	Wo.	3115				8.20	6.80	10.25						2.37	2.12	3240	41	39 1/2	Sp. Sp. Yes.				
Timken.	68720	Trucks.		FF	Wo.	3115				10.0	11.7	8.67						2.69	2.31	3240	41 1/2	41 1/2	Sp. Sp. Yes.				
Timken.	75200	Cars		FF	D R.	2512	2512	4615	4615				7.83		7.50	11.5	1.37	2.25	2.00	1.81	3240	40	39	Sp. Sp. Yes.			
Timken.	75720	Trucks.		FF	D R.	2512	2512	4615	4615				8.15		8.75	13.50	1.75	2.50	2.25	2.00	3240	41	39	Sp. Sp. Yes.			
Timken.	76725	Trucks.		FF	D R.	2512	2512	4615	4615				8.15		8.25	13.25	1.37	3.00	2.37	2.12	3240	41	39 1/2	Sp. Sp. Yes.			
Timken.	78720	Trucks.		FF	D R.	2512	2512	4615	4615				9.92		10.0	16.50	2.25	3.00	2.69	2.31	3240	41 1/2	41 1/2	Sp. Sp. Yes.			
Wisconsin.	4316-L	T & Bu.	Var.	FF	D R.	4615	4615	4615	4615	2.2			7.77		6.35	2.7	4.5	1.7	1.75	1.62	3240	41	37</td				

# REAR AXLES

Designed for Hetchkins Drive?	Location of Spring Pads	DIFFERENTIAL			SERVICE BRAKE			EMERGENCY BRAKE			BEARINGS						MAKE AND MODEL						
		Make	Type	Number of Pinions	Type and Location			Type and Location			Location of Brake Shaft Arms			First Reduction Pinion	Final Reduction Pinion	At Differential	At Wheels	On Pinion Shaft					
					Diameter of Drum (In.)	Width (In.)	Lining	Diameter of Drum (In.)	Width (In.)	Lining	Thickness (In.)												
Yes...	Opt.	Frost.	B.	4	Int-Rw.	15	1 1/4	%	Int-Rw.				Ball.		Roller.	Ball.	Steel.	8 1/2-30	57	250 Oil.	Clark.	B-364	
Yes...	Opt.	Frost.	B.	2	Int-Rw.	15	2	%					Opt.		Roller.	Opt.	Opt.	8 1/2-30	63 1/2	300 Oil.	Clark.	B-373	
Yes...	Opt.	Frost.	B.	2	Int-Rw.	15	2	%					Opt.		Roller.	Opt.	Opt.	8 1/2-30	61 1/2	292 Oil.	Clark.	B-374	
Yes...	Opt.	Frost.	B.	4	Int-Rw.	16	3	%					Opt.		Roller.	Opt.	Steel.	8 1/2-32	63 1/2	412 Oil.	Clark.	B-611	
Yes...	Opt.	Fair.	B.	4	Int-Rw.	17 1/4	4	%					Roller.		Roller.	Roller.	Steel.	7 1/2-32	69 1/2	627 Oil.	Clark.	B-605	
Yes...	Opt.	Frost.	B.	4	Int-Rw.	16	2 1/4	%					Opt.		Roller.	Opt.	Opt.	8 1/2-32	63 1/2	340 Oil.	Clark.	B-412	
Yes...	Opt.	Frost.	B.	4	Int-Rw.	16	3 1/2	%					Opt.		Roller.	Opt.	Steel.	8 1/2-32	63 1/2	420 Oil.	Clark.	B-613	
Yes...	Opt.	Fair.	B.	4	Int-Rw.	16	3 1/2	%					Roller.		Roller.	Roller.	Steel.	7 1/2-32	66 1/2	530 Oil.	Clark.	B-642	
Yes...	Opt.	Fair.	B.	4	Int-Rw.	17 1/4	4	%					Roller.		Roller.	Roller.	Steel.	8-36	71 1/2	675 Oil.	Clark.	B-900	
Yes...	Opt.	New P	B.	2	Int-Rw.	12	1 1/4	%	None.	No.	No.	No.	Roller.		Roller.	Roller.	Roller.	1010	61	169 Oil.	Columbia.	17000A	
Yes...	Opt.	New P	B.	2	Int-Rw.	16	2	%	None.	No.	No.	No.	Roller.		Roller.	Roller.	Roller.	9 1/2-30	58	372 Oil.	Columbia.	36000	
Yes...	Opt.	New P	B.	2	Int-Rw.	15	2 1/4	%	None.	No.	No.	No.	Roller.		Roller.	Roller.	Roller.	9 1/2-31	61	240 Oil.	Columbia.	38000A	
Yes...	AA.	Own.	B.	2	Int-Rw.	14	2	%	None.	No.	No.	No.	Roller.	None.	Roller.	Roller.	Roller.	9 1/2-34	60 1/2	Oil.	Eaton.	966	
Yes...	AA.	Own.	B.	2	Int-Rw.	16	2 1/2	%	None.	No.	No.	No.	Roller.	None.	Roller.	Roller.	Roller.	9 1/2-34	60 1/2	406 Oil.	Eaton.	967	
Yes...	AA.	Own.	B.	2	Int-Rw.	14	2	%	None.	No.	No.	No.	Roller.	Roller.	Roller.	Roller.	Roller.	9 1/2-34	60 1/2	Oil.	Eaton.	970	
Yes...	AA.	Own.	B.	2	Int-Rw.	15	2 1/4	%	None.	No.	No.	No.	Roller.	Roller.	Roller.	Roller.	Roller.	9 1/2-34	60 1/2	Oil.	Eaton.	972	
Yes...	AA.	B-L.	B.	4	Int-Rw.	17 1/2	3	%	None.	No.	No.	I F.	Ball.		Ball.	Ball.	Ma L.	9-20	66	Oil.	Eaton.	1618	
Yes...	AA.	Own.	B.	4	Int-Rw.	16	2 1/2	%	None.	No.	No.	I F.	Ball.		Ball.	Ball.	Ma L.	8-34	65	Oil.	Eaton.	1620	
Yes...	AA.	Own.	B.	4	Int-Rw.	17 1/2	3	%	None.	No.	No.	I F.	Ball.		Ball.	Ball.	Ma L.	9 1/2-20	69	Oil.	Eaton.	1718	
Yes...	AA.	Own.	B.	4	Int-Rw.	17	3	%	None.	No.	No.	I F.	Ball.		Ball.	Ball.	Ma L.	9 1/2-34	66 1/2	Oil.	Eaton.	1720	
Yes...	AA.	Own.	B.	4	Int-Rw.	17 1/2	3	%	None.	No.	No.	I F.	Ball.		Ball.	Ball.	Ma L.	9 1/2-34	69	Oil.	Eaton.	T-45	
Yes...	AA.	Fair.	B.	4	Int-Rw.	17	4	%	None.	No.	No.	I F.	Roller.		Roller.	Roller.	Ball.	10-36	67 1/2	760 Oil.	Eaton.	2512	
Yes...	AA.	Frost.	B.	4	Int-Rw.	17	4	%	None.	No.	No.	I F.	Roller.		Roller.	Roller.	Ball.	10-36	67 1/2	810 Oil.	Eaton.	2412	
Yes...	Opt.	Frost.	B.	4	Int-Rw.	17	5	%	None.	No.	No.	I F.	Ball.		Ball.	Ball.	Ball.	9 1/2-36	73 1/2	971 Oil.	Eaton Harv.	58	
Yes...	Opt.	Frost.	B.	4	Int-Rw.	17	6	%	None.	No.	No.	I F.	Ball.		Ball.	Ball.	C S.	8 1/2-37	77	1369 Oil.	Eaton.	78	
Yes...	Opt.	Frost.	B.	4	Int-Rw.	17	6	%	None.	No.	No.	I F.	Ball.		Ball.	Ball.	C S.	10 1/2-40	71 1/2	Oil.	Eaton.	80	
Yes...	AA.	Own.	B.	2	Int-Rw.	14	2	%	None.	No.	No.	None.	Roller.		Roller.	Roller.	Roller.	9 1/2-34	60 1/2	Oil.	Eaton.	1167	
No...	BA.	Spicer.	B.	2	Int-Rw.	8	1 1/2	%	None.	No.	No.	None.	Roller.		Roller.	Roller.	B-R.	1030	Var.	Var.	160 Oil.	Salisbury.	S
Yes...	BA.	Spicer.	B.	2	Int-Rw.	Var.	Var.	Var.	None.	No.	No.	None.	Roller.		Roller.	Roller.	Roller.	1030	Var.	Var.	1105 Oil.	Salisbury.	39
Yes...	BA.	Spicer.	B.	2	Int-Rw.	Var.	Var.	Var.	None.	No.	No.	None.	Roller.		Roller.	Roller.	Roller.	1030	Var.	Var.	120 Oil.	Salisbury.	49
Yes...	BA.	Spicer.	B.	2	Int-Rw.	Var.	Var.	Var.	None.	No.	No.	None.	Roller.		Roller.	Roller.	Roller.	1015	Var.	Var.	1140 Oil.	Salisbury.	T
Yes...	BA.	Spicer.	B.	2	Int-Rw.	Var.	Var.	Var.	None.	No.	No.	None.	Roller.		Roller.	Roller.	Roller.	1030	Var.	Var.	140 Oil.	Salisbury.	50
Yes...	BA.	Spicer.	B.	2	Int-Rw.	Var.	Var.	Var.	None.	No.	No.	None.	Roller.		Roller.	Roller.	Roller.	1015	Var.	Var.	1145 Oil.	Salisbury.	M
Yes...	BA.	Timken.	B.	2	Int-Rw.	14	1 1/4	%	None.	No.	No.	None.	Roller.		Roller.	Roller.	Roller.	1150	Var.	Var.	1200 Oil.	Salisbury.	P
Yes...	BA.	Timken.	B.	2	Int-Rw.	14	1 1/4	%	None.	No.	No.	None.	Roller.		Roller.	Roller.	Roller.	1015	Var.	Var.	1240 Oil.	Salisbury.	F cars
Yes...	BA.	Timken.	B.	2	Int-Rw.	16	Opt.	Opt.	None.	No.	No.	Opt.	Roller.		Roller.	Roller.	Roller.	1010	Var.	Var.	1230 Oil.	Salisbury.	F trucks
Yes...	AA.	Timken.	B.	4	Int-Rw.	16	Opt.	Opt.	None.	No.	No.	Opt.	Roller.		Roller.	Roller.	Roller.	1010	64	64	Timken.	52200	
Yes...	AA.	Timken.	B.	4	Int-Rw.	16	Opt.	Opt.	None.	No.	No.	Opt.	Roller.		Roller.	Roller.	Roller.	1010	64	64	Timken.	53200	
Yes...	AA.	Timken.	B.	4	Int-Rw.	16	Opt.	Opt.	None.	No.	No.	Opt.	Roller.		Roller.	Roller.	Roller.	1010	64	64	Timken.	54200	
Yes...	AA.	Timken.	B.	4	Int-Rw.	16	Opt.	Opt.	None.	No.	No.	Opt.	Roller.		Roller.	Roller.	Roller.	1010	67	67	Timken.	56200	
Yes...	AA.	Timken.	B.	4	Int-Rw.	17 1/2	4	%	None.	No.	No.	Opt.	Roller.		Roller.	Roller.	Roller.	1015	69	69	Timken.	58200	
Yes...	AA.	Timken.	B.	4	Int-Rw.	16	Opt.	Opt.	None.	No.	No.	I F.	Roller.		Roller.	Roller.	Roller.	1015	67	67	Timken.	64800	
Yes...	AA.	Timken.	B.	4	Int-Rw.	17 1/2	4	%	None.	No.	No.	I F.	Roller.		Roller.	Roller.	Roller.	1010	69	69	Timken.	65200	
Yes...	AA.	Timken.	B.	4	Int-Rw.	17 1/2	4	%	None.	No.	No.	I F.	Roller.		Roller.	Roller.	Roller.	1010	70	70	Timken.	65720	
Yes...	AA.	Timken.	B.	4	Int-Rw.	17 1/2	4	%	None.	No.	No.	I F.	Roller.		Roller.	Roller.	Roller.	1010	72 1/2	72 1/2	Timken.	66720	
Yes...	AA.	Timken.	B.	4	Int-Rw.	21	Opt.	Opt.	None.	No.	No.	I F.	Roller.		Roller.	Roller.	Roller.	1010	72 1/2	72 1/2	Timken.	68720	
Yes...	AA.	Timken.	B.	4	Int-Rw.	17 1/2	4	%	None.	No.	No.	I F.	Opt.		Opt.	Opt.	Opt.	1010	69 1/2	69 1/2	Timken.	75200	
Yes...	AA.	Timken.	B.	4	Int-Rw.	17 1/2	4	%	None.	No.	No.	I F.	Roller.		Roller.	Roller.	Roller.	1010	70	70	Timken.	75720	
Yes...	AA.	Timken.	B.	4	Int-Rw.	21	Opt.	Opt.	None.	No.	No.	I F.	Roller.		Roller.	Roller.	Roller.	1010	72 1/2	72 1/2	Timken.	76725	
Yes...	AA.	Timken.	B.	4	Int-Rw.	16	2 1/2	%	None.	No.	No.	None.	Roller.		Roller.	Roller.	Roller.	1010	69 1/2	69 1/2	Timken.	78720	
Yes...	AA.	Timken.	B.	4	Int-Rw.	16	3 1/2	%	None.	No.	No.	None.	Ball.		Ball.	Ball.	Ball.	1010	66 1/2	66 1/2	Wisconsin.	4316-L	
Yes...	Opt.	Own.	B.	4	Int-Rw.	16	3 1/2	%	None.	No.	No.	None.	Ball.		Ball.	Ball.	Ball.	1010	66 1/2	66 1/2	Wisconsin.	4516-L	
Yes...	Opt.	Own.	B.	4	Int-Rw.	16	3 1/2	%	None.	No.	No.	None.	Ball.		Ball.	Ball.	Ball.	11-36	61	600 Oil.	Wisconsin.	4626-L	
Yes...	AA.	Own.	B.	4	Int-Rw.	17 1/2	4	%	None.	No.	No.	None.	Ball.		Ball.	Ball.	Ball.	11-36	66	700 Oil.	Wisconsin.	4916-L	
Yes...	AA.	Own.	B.	4	Int-Rw.	17 1/2	4	%	None.	No.	No.	None.	Ball.		Ball.	Ball.	Ball.	11-36	66	800 Oil.	Wisconsin.	6417-L	
Yes...	AA.	Own.	B.	4	Int-Rw.	17 1/2	4	%	None.	No.	No.	None.	Ball.		Ball.	Ball.	Ball.	11-36	69 1/2	1000 Oil.	Wisconsin.	787-L	
Yes...	AA.	Own.	B.	4	Int-Rw.	17 1/2	4	%	None.	No.	No.	None.	Ball.		Ball.	Ball.	Ball.	11-36	65	850 Oil.	Wisconsin.	69317-BL	
Yes...	Opt.	Own.	B.	4	Int-Rw.	17 1/2	5	%	None.	No.	No.	None.	Ball.		Ball.	Ball.	Ball.	12-38	69 1/2	935 Oil.	Wisconsin.	70000-L	
Yes...	AA.	Own.	B.	4	Int-Rw.	17 1/2	5	%	None.	No.	No.	I F.	Ball.		Ball.	Ball.	Ball.	10-36	67 1/2	1100 Oil.	Wisconsin.	1237H	
Yes...	AA.	Own.	B.	4	Int-Rw.	17 1/2	5																

## AMERICAN STOCK GEARSETS

MAKE AND MODEL	Designed for Type	BEARINGS		WIDTH OF GEAR FACES (In.)				Housing Material	Gear Material	SAE Number	SAE Material	Gear Teeth Pitch	Direct Drive On	GEAR RATIOS		Center Location	Solid With Clutch	Cast Iron	Aluminum	Recommended Type		
		Min. Shtf.	Plt.	Low	Second	Third	Fourth							Low	Second							
Brooklyn.....	T. Car, T. T. ....	Var. Clash. Ball.	Plain. Ball.	4.80	5.10	5.10	3	Get.	%	%	%	%	Cast I.	2315	6-3	3.00	1.75	... 67	None. None.	3.9 Eng.		
Brown-Lipe.....	603 Trucks.	Var. Clash. Ball.	Plain. Ball.	10.37	6.50	3	Get.	Get.	Get.	Get.	Get.	Get.	Cast I.	2315	6-7	2	2.25	1.00	... 67	None. None.		
Brown-Lipe.....	615 Trucks.	Var. Clash. Ball.	Plain. Ball.	8.12	6.50	4	Get.	Get.	Get.	Get.	Get.	Get.	Cast I.	2315	6-8	4	2.86	2.75	3.78	1.91	1.11 Eng.	
Brown-Lipe.....	714 T. B. ....	Var. Clash. Ball.	Plain. Ball.	12.62	6.50	4	Get.	Get.	Get.	Get.	Get.	Get.	Cast I.	2315	6-9	4	1.70	1.70	1.00	5.77 Eng.		
Brown-Lipe.....	70-15P Trucks.	Var. Clash. Ball.	Plain. Ball.	9.93	6.30	1	Get.	Get.	Get.	Get.	Get.	Get.	Cast I.	2315	5-7	4	5.96	3.24	1.96	1.00	7.10 Amid.	
Brown-Lipe.....	70-4SP Trucks.	Var. Clash. Ball.	Plain. Ball.	14.81	6.30	4	Get.	Get.	Get.	Get.	Get.	Get.	Cast I.	2315	5-8	3	2.62	2.74	1.00	1.00	None. Amid.	
Brown-Lipe.....	70-3P Trucks.	Var. Clash. Ball.	Plain. Ball.	12.86	7.00	3	Get.	Get.	Get.	Get.	Get.	Get.	Cast I.	2315	5-9	4	6.19	3.72	1.74	1.00	7.28 Eng.	
Brown-Lipe.....	224 Trucks.	Var. Clash. Ball.	Plain. Ball.	8.87	4.42	4	Get.	Get.	Get.	Get.	Get.	Get.	Cast I.	2315	5-8	3	5.66	3.72	1.82	1.00	7.0 Eng.	
Brown-Lipe.....	220 T. B. ....	Var. Clash. Ball.	Plain. Ball.	10.30	4.42	4	Get.	Get.	Get.	Get.	Get.	Get.	Cast I.	2315	5-8	4	5.57	3.58	1.73	1.00	7.38 Eng.	
Brown-Lipe.....	520 T. B. ....	Var. Clash. Ball.	Plain. Ball.	8.25	4.75	1	Get.	Get.	Get.	Get.	Get.	Get.	Cast I.	2315	5-8	4	5.57	3.51	1.89	1.00	7.0 Eng.	
Brown-Lipe.....	720 T. B. ....	Var. Clash. Ball.	Plain. Ball.	6.50	Opt.	Opt.	Opt.	Opt.	Opt.	Opt.	Opt.	Opt.	Cast I.	2315	5-7	5	7.07	3.79	1.91	1.00	Opt. Opt.	
Brown-Lipe.....	124 Trucks.	Var. Clash. Ball.	Plain. Ball.	8.87	4.42	4	Get.	Get.	Get.	Get.	Get.	Get.	Cast I.	2315	5-7	4	6.23	3.42	2.42	1.00	Opt. Opt.	
Brown-Lipe.....	143 C. B. Taxis.	Var. Clash. Ball.	Plain. Ball.	8.00	4.10	3	Get.	Get.	Get.	Get.	Get.	Get.	Cast I.	2315	5-8	4	6.54	4.43	2.42	1.00	Opt. Opt.	
Brown-Lipe.....	234 C. B. Taxis.	Var. Clash. Ball.	Plain. Ball.	8.75	4.42	4	Get.	Get.	Get.	Get.	Get.	Get.	Cast I.	2315	5-8	4	6.23	3.42	2.42	1.00	Opt. Opt.	
Clark.....	B-100 Trucks.	Var. Clash. Ball.	Plain. Ball.	10.00	4.25	4	Get.	Get.	Get.	Get.	Get.	Get.	Cast I.	2315	5-8	4	6.57	3.58	1.73	1.00	7.38 Eng.	
Clark.....	B-300 Trucks.	Var. Clash. Ball.	Plain. Ball.	8.25	4.07	4	Get.	Get.	Get.	Get.	Get.	Get.	Cast I.	2315	5-8	4	6.57	3.58	1.73	1.00	7.38 Eng.	
Clark.....	R-500 Trucks.	Var. Clash. Ball.	Plain. Ball.	9.50	4.07	4	Get.	Get.	Get.	Get.	Get.	Get.	Cast I.	2315	5-8	4	6.57	3.58	1.73	1.00	7.38 Eng.	
Clark.....	R-700 Trucks.	Var. Clash. Ball.	Plain. Ball.	16.25	6.92	5	Get.	Get.	Get.	Get.	Get.	Get.	Cast I.	2315	5-8	4	6.57	3.58	1.73	1.00	7.38 Eng.	
Clark.....	350 I.C. Ball.	Var. Clash. Ball.	Plain. Ball.	13.25	5.17	2	Get.	Get.	Get.	Get.	Get.	Get.	Cast I.	2315	5-8	4	6.57	3.58	1.73	1.00	7.38 Eng.	
Clark.....	350 I.C. Ball.	Var. Clash. Ball.	Plain. Ball.	16.50	6.92	5	Get.	Get.	Get.	Get.	Get.	Get.	Cast I.	2315	5-8	4	6.57	3.58	1.73	1.00	7.38 Eng.	
Clark.....	350 I.C. Ball.	Var. Clash. Ball.	Plain. Ball.	13.25	5.17	2	Get.	Get.	Get.	Get.	Get.	Get.	Cast I.	2315	5-8	4	6.57	3.58	1.73	1.00	7.38 Eng.	
Clark.....	350 I.C. Ball.	Var. Clash. Ball.	Plain. Ball.	16.50	6.75	3	Get.	Get.	Get.	Get.	Get.	Get.	Cast I.	2315	5-8	4	6.57	3.58	1.73	1.00	7.38 Eng.	
Clark.....	350 I.C. Ball.	Var. Clash. Ball.	Plain. Ball.	16.50	6.75	3	Get.	Get.	Get.	Get.	Get.	Get.	Cast I.	2315	5-8	4	6.57	3.58	1.73	1.00	7.38 Eng.	
Clark.....	350 I.C. Ball.	Var. Clash. Ball.	Plain. Ball.	16.50	6.75	3	Get.	Get.	Get.	Get.	Get.	Get.	Cast I.	2315	5-8	4	6.57	3.58	1.73	1.00	7.38 Eng.	
Cotta.....	7-50 T. T. ....	Var. Ind.C. Ball.	Plain. Ball.	7.19	6.0	2	Get.	Get.	Get.	Get.	Get.	Get.	Cast I.	2315	5-8	4	6.57	3.58	1.73	1.00	7.38 Eng.	
Cotta.....	14-37 Trucks.	Var. Ind.C. Ball.	Plain. Ball.	14.37	6.0	3	Get.	Get.	Get.	Get.	Get.	Get.	Cast I.	2315	5-8	4	6.57	3.58	1.73	1.00	7.38 Eng.	
Cotta.....	325 Con. Ball.	Var. Ind.C. Ball.	Plain. Ball.	14	6	5	Get.	Get.	Get.	Get.	Get.	Get.	Cast I.	2315	5-8	4	6.57	3.58	1.73	1.00	7.38 Eng.	
Cotta.....	325 Con. Ball.	Var. Ind.C. Ball.	Plain. Ball.	14	6	5	Get.	Get.	Get.	Get.	Get.	Get.	Cast I.	2315	5-8	4	6.57	3.58	1.73	1.00	7.38 Eng.	
Cotta.....	530 Con. Ball.	Var. Ind.C. Ball.	Plain. Ball.	15	7	7	Get.	Get.	Get.	Get.	Get.	Get.	Cast I.	2315	5-8	4	6.57	3.58	1.73	1.00	7.38 Eng.	
Cotta.....	55 S. T. & B.	Var. Ind.C. Ball.	Plain. Ball.	15	50	6	Get.	Get.	Get.	Get.	Get.	Get.	Cast I.	2315	5-8	4	6.57	3.58	1.73	1.00	7.38 Eng.	
Cotta.....	75 T. B. T. ....	Var. Ind.C. Ball.	Plain. Ball.	7	19	6.0	2	Get.	Get.	Get.	Get.	Get.	Get.	Cast I.	2315	5-8	4	6.57	3.58	1.73	1.00	7.38 Eng.
Cotta.....	75 T. B. T. ....	Var. Ind.C. Ball.	Plain. Ball.	14.37	6.0	3	Get.	Get.	Get.	Get.	Get.	Get.	Cast I.	2315	5-8	4	6.57	3.58	1.73	1.00	7.38 Eng.	
Cotta.....	75 T. B. T. ....	Var. Ind.C. Ball.	Plain. Ball.	14.37	6.0	3	Get.	Get.	Get.	Get.	Get.	Get.	Cast I.	2315	5-8	4	6.57	3.58	1.73	1.00	7.38 Eng.	
Cotta.....	75 T. B. T. ....	Var. Ind.C. Ball.	Plain. Ball.	14.37	6.0	3	Get.	Get.	Get.	Get.	Get.	Get.	Cast I.	2315	5-8	4	6.57	3.58	1.73	1.00	7.38 Eng.	
Cotta.....	75 T. B. T. ....	Var. Ind.C. Ball.	Plain. Ball.	14.37	6.0	3	Get.	Get.	Get.	Get.	Get.	Get.	Cast I.	2315	5-8	4	6.57	3.58	1.73	1.00	7.38 Eng.	
Cotta.....	75 T. B. T. ....	Var. Ind.C. Ball.	Plain. Ball.	14.37	6.0	3	Get.	Get.	Get.	Get.	Get.	Get.	Cast I.	2315	5-8	4	6.57	3.58	1.73	1.00	7.38 Eng.	
Cotta.....	75 T. B. T. ....	Var. Ind.C. Ball.	Plain. Ball.	14.37	6.0	3	Get.	Get.	Get.	Get.	Get.	Get.	Cast I.	2315	5-8	4	6.57	3.58	1.73	1.00	7.38 Eng.	
Cotta.....	75 T. B. T. ....	Var. Ind.C. Ball.	Plain. Ball.	14.37	6.0	3	Get.	Get.	Get.	Get.	Get.	Get.	Cast I.	2315	5-8	4	6.57	3.58	1.73	1.00	7.38 Eng.	
Cotta.....	75 T. B. T. ....	Var. Ind.C. Ball.	Plain. Ball.	14.37	6.0	3	Get.	Get.	Get.	Get.	Get.	Get.	Cast I.	2315	5-8	4	6.57	3.58	1.73	1.00	7.38 Eng.	
Cotta.....	75 T. B. T. ....	Var. Ind.C. Ball.	Plain. Ball.	14.37	6.0	3	Get.	Get.	Get.	Get.	Get.	Get.	Cast I.	2315	5-8	4	6.57	3.58	1.73	1.00	7.38 Eng.	
Cotta.....	75 T. B. T. ....	Var. Ind.C. Ball.	Plain. Ball.	14.37	6.0	3	Get.	Get.	Get.	Get.	Get.	Get.	Cast I.	2315	5-8	4	6.57	3.58	1.73	1.00	7.38 Eng.	
Cotta.....	75 T. B. T. ....	Var. Ind.C. Ball.	Plain. Ball.	14.37	6.0	3	Get.	Get.	Get.	Get.	Get.	Get.	Cast I.	2315	5-8	4	6.57	3.58	1.73	1.00	7.38 Eng.	
Cotta.....	75 T. B. T. ....	Var. Ind.C. Ball.	Plain. Ball.	14.37	6.0	3	Get.	Get.	Get.	Get.	Get.	Get.	Cast I.	2315	5-8	4	6.57	3.58	1.73	1.00	7.38 Eng.	
Cotta.....	75 T. B. T. ....	Var. Ind.C. Ball.	Plain. Ball.	14.37	6.0	3	Get.	Get.	Get.	Get.	Get.	Get.	Cast I.	2315	5-8	4	6.57	3.58	1.73	1.00	7.38 Eng.	
Cotta.....	75 T. B. T. ....	Var. Ind.C. Ball.	Plain. Ball.	14.37	6.0	3	Get.	Get.	Get.	Get.	Get.	Get.	Cast I.	2315	5-8	4	6.57	3.58	1.73	1.00	7.38 Eng.	
Cotta.....	75 T. B. T. ....	Var. Ind.C. Ball.	Plain. Ball.	14.37	6.0	3	Get.	Get.	Get.	Get.	Get.	Get.	Cast I.	2315	5-8	4	6.57	3.58	1.73	1.00	7.38 Eng.	
Cotta.....	75 T. B. T. ....	Var. Ind.C. Ball.	Plain. Ball.	14.37	6.0	3	Get.	Get.	Get.	Get.	Get.	Get.	Cast I.	2315	5-8	4	6.57	3.58	1.73	1.00	7.38 Eng.	
Cotta.....	75 T. B. T. ....	Var. Ind.C. Ball.	Plain. Ball.	14.37	6.0	3	Get.	Get.	Get.	Get.	Get.	Get.	Cast I.	2315	5-8	4	6.57	3.58	1.73	1.00	7.38 Eng.	
Cotta.....	75 T. B. T. ....	Var. Ind.C. Ball.	Plain. Ball.	14.37	6.0	3	Get.	Get.	Get.	Get.	Get.	Get.	Cast I.	2315	5-8	4	6.57	3.58	1.73	1.00	7.38 Eng.	
Cotta.....	75 T. B. T. ....	Var. Ind.C. Ball.	Plain. Ball.	14.37	6.0	3	Get.	Get.	Get.	Get.	Get.	Get.	Cast I.	2315	5-8	4	6.57	3.58	1.73	1.00	7.38 Eng.	
Cotta.....	75 T. B. T. ....	Var. Ind.C. Ball.	Plain. Ball.	14.37	6.0	3	Get.	Get.	Get.	Get.	Get.	Get.	Cast I.	2315	5-8	4	6.57	3.58	1.73	1.00	7.38 Eng.	
Cotta.....	75 T. B. T. ....	Var. Ind.C. Ball.	Plain. Ball.	14.37	6.0	3	Get.	Get.	Get.	Get.	Get.	Get.	Cast I.	2315	5-8	4	6.57	3.58	1.73	1.00	7.38 Eng.	
Cotta.....	75 T. B. T. ....	Var. Ind.C. Ball.	Plain. Ball.	14.37	6.0	3	Get.	Get.	Get.	Get.	Get.	Get.	Cast I.	2315	5-8	4	6.57	3.58	1.73	1.00	7.38 Eng.	
Cotta.....	75 T. B. T. ....	Var. Ind.C. Ball.	Plain. Ball.	14.37	6.0	3	Get.	Get.	Get.	Get.	Get.	Get.	Cast I.	2315	5-8	4	6.57	3.58				

## AMERICAN STOCK STEERING GEARS



# AMERICAN STOCK CLUTCHES

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MAKE AND MODEL	Designed For	Rated Torque Capacity, (Lbs. ft.)	Type	Facing Material	Mean Radius of Each Friction Face (In.)	Diameter of Facing	No. of Driving Members	No. of Driven Members	Disk or Plate Material	Pressures (Lbs.)						Drive TAKEN BY	Means of Adjustment	Is Clutch Brake Provided	Ball Housing (S.A.E.) (In.)	Weight (Lbs.)					
										No. of Springs	Total Spring Pressure	Total Pressure on Friction Face	Pressure per Sq. In. of Friction Surface	Pressure Required at Thrust Bearing to Disengage	Overall Outside Diam- eter of Clutch (In.)	Type of Thrust Bearing	From Flywheel to Driving Members of Clutch	From Drive Member's of Clutch to Driving Shaft of Clutch							
Borg & Beck	9A1	Cars	135	SP.	Mo.	3.69	9.00	5.75	2	1	Steel	6	1100	1100	34	275	11 1/2	Opt.	L.O.P.	Splines	None	1,2,3,4,5	15		
Borg & Beck	10A1	Cars	160	SP.	Mo.	4.15	9.87	6.75	2	1	Steel	6	1100	1100	27	260	12 1/2	Opt.	L.O.P.	Splines	None	1,2,3,4,5	18		
Borg & Beck	10A1 Wide F	Cars, T.	175 <sup>o</sup>	SP.	Mo.	4.00	9.87	6.12	2	1	Steel	9	1400	1400	30	325	12 1/2	Opt.	L.O.P.	Splines	None	1,2,3,4,5	18		
Borg & Beck	11A-1	Cars, T.	Var.	SP.	Mo.	4.3	11.06	6.12	2	1	Steel	12	1740	1740	26.2	400	13 1/2	Opt.	L.O.P.	Splines	None	1,2,3,4	26		
Borg & Beck	12Q, 12QL	Cars, T, Bus	Var.	SP.	Mo.	4.78	11.87	7.25	2	1	Steel	1	300	1590	23	350	12 1/2	Opt.	Pins	Splines	SCP	No.	1,2,3	30 <sup>1/2</sup>	
Borg & Beck	13Q	Bus, Truck	260	SP.	Mo.	5.03	12.87	7.25	2	1	Steel	1	300	1590	17.8	350	13 1/2	Opt.	Pins	Splines	SCP	No.	1,2,3	41 <sup>1/2</sup>	
Borg & Beck	14Q	Bus, T	375	SP.	Mo.	5.28	13.87	7.25	2	1	Steel	1	350	2117	19.3	375	14 1/2	Opt.	Pins	Splines	SCP	No.	1,2,3	57 <sup>1/2</sup>	
Brown-Lipe	70	T & B, Tr.	Var.	MD	Var.	3.92	9.45	6.45	14	14	Steel	2	Var.	Var.	Var.	Var.	11 1/2	Ball T.	Gear T.	Sp. B.	Yes	1,2,3	Var.		
Brown-Lipe	35	C, T, B, Tr.	Var.	MD	Var.	3.65	8.43	6.25	5	5	Steel	2	Var.	Var.	Var.	Var.	11 1/2	Ball T.	Gear T.	Sp. B.	Yes	2,3,4	Var.		
Brown-Lipe	51	C, T, B, Tr.	Var.	MD	Var.	3.65	8.43	6.25	6	6	Steel	2	Var.	Var.	Var.	Var.	11 1/2	Ball T.	Gear T.	Sp. B.	Yes	2,3	Var.		
Brown-Lipe	55	T, B, Tr.	Var.	MD	Var.	3.65	8.43	6.25	7	7	Steel	2	Var.	Var.	Var.	Var.	11 1/2	Ball T.	Gear T.	Sp. B.	Yes	1,2,3	Var.		
Brown-Lipe	12C	C, T & B.	Var.	SP.	Var.	4.77	11.87	7.25	1	1	Cast I.	1	Var.	Var.	Var.	Var.	13 1/2	Lugs	Splines	Th.R.	Yes	1,2,3	41		
Brown-Lipe	14T	T, B, Tr.	Var.	SP.	Var.	5.25	13.75	7.37	1	1	Cast I.	1	Var.	Var.	Var.	Var.	15 1/2	Ball T.	Lugs	Splines	Th.R.	Yes	1,2	64	
Brown-Lipe	13-2	T, B, Tr.	DP.	Var.	Var.	5.09	13.00	7.37	2	2	Cast I.	1	Var.	Var.	Var.	Var.	15 1/2	Ball T.	L&P.	Splines	Th.R.	Yes	1,2	70 <sup>1/2</sup>	
Cotta Gear	8	T, Tr.	Var.	MD	Wo.	3.78	9.00	6.12	8	9	Steel	1	700	700	20.5	700	11 1/2	Ball T.	Gear T.	Sp. B.	Yes	1,2,3	Var.		
Cotta Gear	4 T & Tr.	Var.	MD	Wo.	3.78	9.00	6.12	4	5	Steel	1	700	700	20.5	700	11 1/2	Ball T.	Gear T.	Sp. B.	Yes	2,3,4	Var.			
Cover	JUC	C, T & B.	Var.	MD	Mo.	3.68	8.25	8.25	9	10	Steel	3	375	Var.	Var.	Var.	11 1/2	Ball T.	Gear T.	Sp. B.	Yes	1,2,3,4	Var.		
Dettaff	JA	Cars	110	MD	Wo.	2.68	7.87	5.43	3	2	Steel	3	300	300	1.9	300	10	Ball T.	Gear T.	Sp. B.	Yes	3,4,5	15		
Dettaff	M	Cars	200	MD	Wo.	3.71	8.71	6.50	4	4	Steel	4	360	360	2.05	360	11 1/2	Ball T.	Gear T.	None	No.	1,2,3,4,5	30		
D & H	C, T, B, & Tr.	500	MD	Wo.	3.71	8.37	6.50	9	9	Steel	3	500	500	Var.	500	11 1/2	Ball T.	Gear T.	Sp. B.	Yes	1,2,3	55			
Fuller	1-SC-10	T, B & Tr.	Var.	MD	Wo.	3.50	8.16	5.87	4	5	Steel	1	550	550	Var.	550	13 1/2	Ball T.	Gear T.	Pins	None	1,2,3,4,5	83		
Fuller	1-SC-12	T, B & Tr.	Var.	MD	Wo.	3.50	8.16	5.87	6	5	Steel	1	550	550	Var.	550	13 1/2	Ball T.	Gear T.	Pins	None	1,2,3,4,5	87		
Fuller	1-SC-14	T, B & Tr.	Var.	MD	Wo.	3.50	8.16	5.87	7	6	Steel	1	550	550	Var.	550	13 1/2	Ball T.	Gear T.	Pins	None	1,2,3,4,5	93		
Fuller	1-SC-16	T, B & Tr.	Var.	MD	Wo.	4.15	9.87	6.75	6	5	Cast I.	1	725	725	1.48	725	13 1/2	Ball T.	Gear T.	Pins	None	1,2,3	90		
Fuller	1-SC-18-8 <sup>1/2</sup>	T, B, Tr.	435	MD	Wo.	8.5	6.00	9	6	6	Steel	6	750	750	1.46	750	13 1/2	Ball T.	Gear T.	Sp. B.	Yes	1,2,3,4,5	...		
Fuller	1-SC-16-8 <sup>1/2</sup>	T, B, Tr.	350	MD	Wo.	8.5	6.00	9	6	6	Steel	6	600	600	1.50	600	13 1/2	Ball T.	Gear T.	Sp. B.	Yes	1,2,3,4,5	...		
G.M.C.	T18, T23	Trucks	SP.	Mo.	9.62	6.12	1	1	Cast I.	9	1	1	1	1	1	1	1	13 1/2	Ball T.	Cov. B.	Splines	Th.R.	Yes	1,2,3,4,5	...
G.M.C.	T26, T31, T45	Trucks	DP.	Mo.	8.12	4.62	3	2	Cast I.	12	1	1	1	1	1	1	1	9 1/2	Ball T.	Gear T.	Sp. B.	Yes	1,2,3,4,5	...	
G.M.C.	T51	Trucks	DP.	Mo.	8.12	4.62	3	2	Cast I.	12	1	1	1	1	1	1	1	9 1/2	Ball T.	Gear T.	Sp. B.	Yes	1,2,3,4,5	...	
G.M.C.	T61, T83, T90	Trucks	DP.	Mo.	9.85	5.00	3	2	Cast I.	12	1	1	1	1	1	1	1	13 1/2	Ball T.	Studs	SCL	Yes	1	...	
G.M.C.	T85, T95, T110, T130	Buses	DP.	W-M.	13.75	7.25	2	2	Cast I.	18	1	1	1	1	1	1	1	16 1/2	Ball T.	Studs	Splines	Th.R.	Yes	1	...
G.M.C.	649, 670, 704, 705	Buses	DP.	W-M.	13.75	7.25	2	2	Cast I.	18	1	1	1	1	1	1	1	16 1/2	Ball T.	Studs	Splines	Th.R.	Yes	1	...
G.M.C.	365-66, 603, 661, 663	Buses	DP.	W-M.	11.00	6.25	2	2	Cast I.	12	1	1	1	1	1	1	1	12 1/2	Ball T.	Studs	Splines	Th.R.	Yes	1	...
G.M.C.	605, 607, 612, 662, 665	Buses	DP.	W-M.	8.12	4.62	3	2	Cast I.	12	1	1	1	1	1	1	1	9 1/2	Ball T.	Studs	Splines	Th.R.	Yes	1	...
G.M.C.	634, 636, 652, 674	Buses	DP.	W-M.	13.75	7.25	2	2	Cast I.	18	1	1	1	1	1	1	1	16 1/2	Ball T.	Studs	Splines	Th.R.	Yes	1	...
G.M.C.	614, 633	Buses	SP.	Wo.	15.50	8.25	1	1	Cast I.	21	1	1	1	1	1	1	1	17 1/2	Ball T.	Studs	Splines	Th.R.	Yes	1	...
G.M.C.	393	Taxicab	SP.	Wo.	11.00	6.25	1	1	Cast I.	12	1	1	1	1	1	1	1	13	Ball T.	Cov. B.	Splines	Th.R.	Yes	1	...
Hele-Shaw	5 T, B & Tr.	200	Mo.	None	None	15	14	By&St	1	250	250	1	250	10 1/2	Ann B.	Splines	Sp. B.	None	1,2,3	58	...				
Hele-Shaw	6 T, B & Tr.	300 <sup>1/2</sup>	Mo.	None	None	12	10	By&St	1	400	400	1	400	12 1/2	Ann B.	Splines	Sp. B.	None	1,2,3	60 <sup>1/2</sup>	...				
Hele-Shaw	8, 10	T, B & Tr.	580 <sup>1/2</sup>	Mo.	None	None	16	15	By&St	1	450	450	1	450	15 1/2	Ann B.	Splines	Sp. B.	None	1,2,3,4,5	150 <sup>1/2</sup>	...			
Hele-Shaw	150HP	T, B & Tr.	1000	Mo.	None	None	14	14	By&St	1	600	600	1	600	21 1/2	Ann B.	Splines	Sp. B.	None	1,2,3,4,5	500	...			
Hilliard	S-640	T, Buses	280	DP.	W-M.	11.00	2	2	Steel	1	Var.	Var.	Var.	Var.	13	Ball T.	Pins	Sp. B.	None	1,2,3,4,5	39	...			
Hilliard	S-647	T, Buses	350 <sup>1/2</sup>	DP.	W-M.	13.25	2	2	Steel	1	Var.	Var.	Var.	Var.	15 1/2	Ball T.	Gear T.	Sp. B.	None	1,2,3,4,5	80	...			
Hilliard	S-650	T, Buses	450 <sup>1/2</sup>	DP.	W-M.	13.75	2	2	Steel	1	Var.	Var.	Var.	Var.	16	Ball T.	Pins	Sp. B.	None	1,2,3,4,5	87	...			
Illinois	Z-8	C, T, B, Tr.	120	SP.	W-M.	3.32	7.87	5.12	2	1	Steel	1	Var.	Var.	Var.	Var.	120	Ball T.	Brack.	Sp. B.	None	1,2,3,4,5	8	...	
Illinois	Z-9	C, T, B, Tr.	150	SP.	W-M.	3.81	8.87	6.12	2	1	Steel	1	Var.	Var.	Var.	Var.	190	Ball T.	Brack.	Sp. B.	None	1,2,3,4,5	13 <sup>1/2</sup>	...	
Illinois	Z-10	C, T, B, Tr.	200	SP.	W-M.	4.11	9.87	6.12	2	1	Steel	1	Var.	Var.	Var.	Var.	230	Ball T.	Brack.	Sp. B.	None	1,2,3,4,5	13 <sup>1/2</sup>	...	
Illinois	Z-11	C, T, B, Tr.	250	SP.	W-M.	10.87	6.12	2	1	Steel	1	Var.	Var.	Var.	Var.	250	Ball T.	Brack.	Sp. B.	None	1,2,3,4,5	13 <sup>1/2</sup>	...		
Illinois	Z-12	C, T, B, Tr.	350	SP.	W-M.	4.72	11.87	6.12	2	1	Steel	1	Var.	Var.	Var.	Var.	300	Ball T.	Brack.	Sp. B.	None	1,2,3,4,5	13 <sup>1/2</sup>	...	
Illinois	Z-14	C, T, B, Tr.	5.75	SP.	W-M.	5.63	13.87</																		

## AMERICAN

PLANE, MAKE AND MODEL	Approved Type Certificate Number	GENERAL												PERFORMANCE									
		Monoplane or Biplane	Type	Specially Designed or Equipped for	Overall Dimensions			Wings			Weights			Empty (Lbs.)	Fully Loaded (Lbs.)	Per Total H.P. (Lbs.) Full Load	Actual Pay Load (Lbs.)	Pay Load per Total H.P. (Lbs.)	Cruising Speed at 3000 Ft. (Full Load)		Fuel Consumption at Cruising Speed With Full Load		
					Length (Ft. Ins.)	Height (Ft. Ins.)	Width (Ft. Ins.)	Folding (F)	Dismountable (D)	Rigid (R)	Area Main Wings (Sq. Ft.)	Area Main Wings (Sq. Ft.)	Landing Speed (Full Load)						Gas (Gallons per Hr.)	Oil (Gallons per Hr.)			
Aeromarine	AKL-25-A	121	M. L. O.	C-T, Sp.	2250	2	6	24-6	7-0	40-2	D	194	815	1325	33.10	239	6.00	74	60	40	2.7	.20	
Aeromarine	AKL-26-A	204	M. L. O.	C-T, Sp.	2500	2	6	23-6	7-0	40-2	D	194	1025	1590	22.71	206	2.90	93	78	42	4.7	.13	
Aeromarine	AKL-26-B	334	M. L. O.	C-T, Sp.	3300	2	6	23-0	7-0	40-2	D	194	1016	1590	18.70	215	2.53	97	85	42	5.3	.15	
Aeronca	C-3	396	M. L. Opt.	C-T	20-0	8-0	36-0	R	142	470	900	250	360	10.00	78	65	35	3.0	35	3.0	.06		
Air Transport	K-2	171	M. L. C. Tr.	18500	6	30	33-6	9-6	R	315	2697	4445	16.46	830	3.07	125	105	47	16.0	.50			
Air Transport	K-3	170	M. L. C. Tr.	18500	6	30	33-6	9-6	R	315	2846	4500	14.45	736	3.34	118	100	47	14.0	.50			
Air Transport	K-5	223	M. L. C. Tr.	18500	6	30	33-6	9-6	R	315	2745	4500	15.00	950	3.18	135	115	47	18.0	.50			
Alexander <sup>a</sup>	Flyabout D-1	439	M. L. C. T.	1465	2	None	21-9½	5-8½	37-6	R	175	671	961	25.97	170	4.59	77	60	32	3.0	3.0		
Alexander <sup>a</sup>	Flyabout D-2	449	M. L. C. T.	1590	2	None	21-7	5-8½	37-6	R	175	690	981	21.80	173	3.84	87	77	34	3.2	3.2		
American	Eagle	450	M. L. O.	C-T	1575	2	21-7½	8-0	34-4	R	164	509	922	20.48	170	3.35	90	75	25	3.0	.25		
Beechcraft	17-R	Pending	B. L. C. Tr.	5	14	24-0	8-7½	34-4	R	300	2700	4500	10.71	1165	2.07	200	170	62	22.0	.25			
Beechcraft	17-J	Pending	B. L. C. Tr.	5	14	23-11	8-7½	34-4	R	300	2835	4600	7.01	1130	1.07	235	200	63	34.0	.50			
Bellanca	Airbus P-100	360	M. L. C. Tr.	35600	12	404	40-8	11-6½	65-7	R	468	5220	9600	16.00	2680	4.50	147	130	59	36.0	.219		
Bellanca	Airbus P-300	391	M. L. C. Tr.	31200	15	404	42-1½	11-3	65-7	R	468	5220	9600	16.69	2680	4.65	147	130	59	35.0	.300		
Bellanca	Airbus P-200	391	M. L. C. Tr.	29950	12	404	42-0	11-3	65-7	R	468	5155	9590	16.67	2985	5.20	139	120	59	31.0	.300		
Bellanca	Skyrocket D	480	M. L. C. Tr.	18950	6	140	27-10	8-4	47-6	R	281	2950	4900	10.88	1000	2.30	170	145	62	24.0	.180		
Bellanca	Skyrocket CH-400	319	M. W. C. Tr.	18950	6	140	30-8½	11-10	46-4	R	273	3045	5000	11.90	1005	2.30	146	122	55	22.0	.180		
Bellanca	Facemaker E	476	M. L. C. Tr.	15950	6	140	27-10½	8-4	47-6	R	281	2663	4618	13.39	1000	3.30	150	125	60	16.5	.122		
Bellanca	Pacemaker CH300W	328	M. W. C. Tr.	16450	6	140	27-10	8-4	46-4	R	273	2465	4300	14.33	933	3.10	150	125	60	16.5	.180		
Bellanca	Pacemaker CH-300	129	M. W. C. Tr.	15950	6	140	30-5	11-10	46-4	R	273	2995	4835	16.18	993	3.10	141	117	65	16.0	.122		
Bellanca	Photographic	129	M. L. C. Tr.	15950	3	140	27-10½	8-4	46-4	R	273	2450	4300	14.33	1000	2.30	146	122	55	16.5	.122		
B/J	YIP-16	Pending	B. L. O. Mi.	2	2	28-2	9-2½	34-0	D	250	2806	4000	6.66	1600	2.00	320	800	60	30	3.5			
B/J	XOJ-1	Pending	B. L. O. OBS	2	2	25-8	10-10	33-8	D	284	2240	3420	8.55	151	1.21	55	55	55	55	55			
Bird	BK	239	L. C. Tr.	3495	3	23-0	8-0	34-0	D	266	1199	1980	19.80	370	3.70	110	95	34	6.5	.20			
Bird	BW	382	L. C. Tr.	4395	3	23-0	8-0	34-0	D	266	1230	2020	18.36	370	3.37	112	98	34	7.0	.20			
Bird	CK	388	L. C. Tr.	4395	4	23-0	8-0	34-0	D	266	1350	2335	18.68	540	4.32	115	100	37	8.0	.20			
Bird	CJ	419	L. C. Tr.	4995	3	22-6	8-0	34-0	D	266	1410	2245	13.60	372	2.25	120	105	36	10.0	.40			
Bird	C	387	L. C. Tr.	5870	3	22-8	8-0	33-0	D	261	1425	2350	14.50	355	2.25	120	106	36	10.0	.40			
Bird	CK	388	W. C. Tr.	5995	4	25-9	10-6	34-0	D	266	1602	2607	20.85	540	4.32	110	100	40	8.0	.20			
Blondin	Mallard	M. L. C. Tr.	2500	2	8	18-0	7-0	31-0	R	160	640	960	24.00	320	8.00	80	60	30	3.5				
Boeing	247	Apt. M. L. C. Tr.	10	135	51-0	12-6	74-0	R	835	8109	12210	12.00	2400	2.18	166	150	61	45.0	.75				
Burdette <sup>b</sup>	S-30	Apt. M. L. C. Tr.	1650	2	19-0	7-6	75-0	R	160	556	975	21.66	85	75	30	3.5	30	3.5					
Cairns	AM	M. L. C. Tr.	3520	3	9	24-3	7-0	35-6	F <sup>c</sup>	170	1300	2300	13.52	700	4.11	170	150	50	11.0	.025			
Cairns	AW	M. L. Mi.	5000	3	9	24-0	7-0	35-6	R <sup>c</sup>	170	1500	2300	13.52	600	5.32	170	150	55	11.0	.025			
Cavalier <sup>c</sup>	E	321	M. L. C. Tr.	3310	2	6	20-1	6-8	31-6	D	160	919	1425	15.83	185	2.05	105	90	38	5.0	.12		
Chamberlin	C-81	M. L. C. Tr.	12500	7	60	28-6	48-0	8-0	R	260	2400	4440	14.66	1260	4.20	130	105	45	16.0	1.00			
Chamberlin	C-82	M. L. C. Tr.	12500	8	60	28-6	48-0	8-0	R	260	2400	4440	14.66	1260	4.20	130	105	45	16.0	1.00			
Consolidated	Fleet 10	Pending	B. Opt. O. C-T, Mi.	4485	2	55*	21-8	7-9	28-0	R	199	1185	1931	15.44	265	2.12	115	95	55	7.5			
Consolidated	Fleet 5	Pending	B. Opt. O. C-T, Mi.	3985	2	55*	21-8	7-9	28-0	R	199	1158	1714	15.44	265	2.65	108	88	52	6.5			
Consolidated	21A	B. L. O. Mi.	P.O.A.	2	100*	26-4	9-4	31-6	R	266	1827	2907	12.41	330	1.57	127	102	54	12.0				
Consolidated	21C	B. L. O. Mi.	P.O.A.	2	100*	26-4	9-4	31-6	R	266	2135	3100	10.33	330	1.10	146	117	58	17.0				
Consolidated	Fleetster 17A	486	B. Opt. C. Tr.	P.O.A.	10	30	33-8	10-10	50-0	R	361	3650	6500	10.83	2000	3.55	170	148	62	35.0			
Consolidated	Fleetster 20A	494	B. Opt. C. Tr.	P.O.A.	8	45	33-8	10-10	50-0	R	361	3850	6800	10.33	2100	3.55	170	148	62	35.0			
Consolidated	Super-Comm.	B. W. C. Tr.	P.O.A.	20	250	61-9	17-3	100-0	R	1430	11000	20500	15.11	7500	6.25	135	112	58	75.0				
Curtiss-Wright	16E	463	B. L. O. C-T.	4600	3	21-1	8-10	28-10	D	206	1357	2150	13.00	395	2.04	135	113	48	10.5				
Curtiss-Wright	A-14-D	442	B. L. O. C-T.	10895	3	23-6½	9-1½	31-0	D	248	1772	2870	11.54	544	2.27	155	130	56	14.5				
Curtiss-Wright	B-14-B	485	B. L. O. C-T.	13500	3	23-2	9-8½	31-0	D	248	2008	3067	10.22	448	1.50	170	143	57	17.5				
Curtiss-Wright	D-3	440	M. L. C. Tr.	8	42	34-10	9-8½	56-6	D	422	4466	6600	11.00	Var.	Var.	144	121	60	35.0				
Curtiss-Wright	CW-1	397	M. L. C. Tr.	2	2	21-3	7-4	39-6	D	176	570	975	21.66	172	3.82	80	67	30	3.0				
Curtiss-Wright	12-Q	401	B. L. O. C-T.	2	2	21-5	8-10	21-10	D	206	1071	1725	19.72	268	2.98	105	88	44	6.0				
Curtiss-Wright	12-W	407	B. L. O. C-T.	2	2	20-10	8-10	28-10	D	206	1177</td												

## AIRPLANES

Engine Make, Model and Number Fitted	E N G I N E			E Q U I P M E N T									M A T E R I A L				PLANE, MAKE AND MODEL			
	Total H.P.	Engine R.P.M.	Propeller R.P.M.	Method of Starting and Starter Make	Number Fuel Tanks	Cabin Heater Make	Exhaust Manifolds		Dual Control Provided?	Propeller	Brakes		Wheels		Ribs	Wings		Fuselage		
							Provided?	Material			Make	Material	Make	Fitted to Tail Wheels?	Size	Spars	Covering	Structure	Covering	
1-Salmson.	AD9	40	2000	2000 P-S.	1	No.	N.	Y.	Own	W.	None.	K-H	20x4	L-W	L-W	W.	L-W	Aeromarine.	AKL-25-A	
1-LeBlond.	5-DE	70	1950	2125 P-S.	2	No.	N.	Y.	Own	W.	None.	Go.	20x9	L-W	L-W	W.	L-W	Aeromarine.	AKL-26-A	
1-LeBlond.	5-DF	85	2125	2125 P-S.	2	No.	N.	Y.	Own	W.	None.	Go.	20x9	L-W	L-W	W.	L-W	Aeromarine.	AKL-26-B	
1-Aeronca.	E-113-A	36	2200	2200 P-S.	1	No.	N.	Y.	Opt.	W.	Opt.	Opt.	16x7°	W	W	F.	S.	Aeronca.	C-3	
1-LeBlond.	270	2100	2100 E-M.	3	Own	Y.	Y.	Sto.	Ben.	N.	Ben.	32x8	W	W	F.	S.	Air Transport.	K-2		
1-LeBlond.	220	2100	2100 E-M.	3	Own	Y.	Y.	Sto.	Ben.	N.	Ben.	32x8	W	W	F.	S.	Air Transport.	K-3		
1-Kinner.	300	1850	1850 C-A.	3	Own	Y.	Y.	Ha.	S.	A-F.	N.	9.50x12	W	W	F.	S.	Air Transport.	K-5		
1-Continental.	A-40	37	2500	2500	1	Own	Y.	Y.	Fah.	W.	None.	Go.	W	W	F.	S.	Alexander.	Flyabout D-1		
1-Sekely.	SR-30	45	1750	1750	1	Own	Y.	Y.	Fah.	W.	None.	Go.	W	W	F.	S.	Alexander.	Flyabout D-2		
1-Sekely.	SR-30	45	1750	1750 P-S.	1	No.	N.	Y.	Fah.	W.	None.	16x7-3	W	W	F.	S.	American.	Eagle		
1-Wright.	R-975-E2	420	2150	2150 E-M.	4	Own	Y.	Y.	S-E.	S.	A-F.	N.	9.50x12	W	S.	F.	S.	Beechcraft.	17-R	
1-Wright.	R-1510	650	2150	2150 E-M.	4	Own	Y.	Y.	S-E.	S.	A-F.	N.	9.50x12	W	S.	F.	S.	Beechcraft.	17-J	
1-Curtiss.	Conqueror	600	2450	1750 Ecl. E-M.	2	Own	Y.	Y.	Ha.	A.	Go.	N.	16x7	W	W	F.	S.	Bellanca.	Airbus P-100	
1-Wright.	Cyc. R-1820E	575	1950	1220 Ecl. E-M.	2	Own	Y.	Y.	Ha.	A.	Go.	N.	16x7	W	W	F.	S.	Bellanca.	Airbus P-300	
1-Wright.	Cyclone	575	1900	1900 Ecl. E-M.	2	Own	Y.	Y.	Ha.	A.	Go.	N.	16x7	W	W	F.	S.	Bellanca.	Airbus P-200	
1-P & W.	Wasp SC-1	450	2100	2100 Ecl. E-M.	2	Own	Y.	Y.	Ha.	A.	A-F.	N.	9.50x12	W	W	F.	S.	Skyrocker D		
1-P & W.	Wasp	420	2000	2000 Ecl. E-M.	2	Own	Y.	Y.	Ha.	A.	A-F.	N.	9.50x12	W	W	F.	S.	Bellanca.	Skyrocker CH-400	
1-Wright.	R-975-E	300	2100	2100 Ecl. E-M.	2	Own	Y.	Y.	Ha.	A.	A-F.	N.	9.50x12	W	W	F.	S.	Bellanca.	Pacemaker E	
1-P & W.	Wasp Jr.	300	2000	2000 Ecl. E-M.	2	Own	Y.	Y.	Ha.	A.	A-F.	N.	9.50x12	W	W	F.	S.	Bellanca.	Pacemaker CH300W	
1-Wright.	R-975	300	2100	2100 Ecl. E-M.	2	Own	Y.	Y.	Ha.	A.	A-F.	N.	9.50x12	W	W	F.	S.	Bellanca.	Photographic	
1-Curtiss.	Conqueror	600	2400	2400 In.	2	Own	N.	N.	Std.	Du.	Ben.	N.	32x6	Du-T.	F.	S.	B.	B.	B.	YIP-16
1-P & W.	Wasp Jr.	400	2200	2200 In.	1	N.	N.	Std.	Du.	Ben.	N.	30x5	W	W	F.	Du-T.	B.	B.	XOJ-1	
1-P & W.	Wasp Jr.	400	2200	2200 In.	1	N.	N.	Std.	Du.	Ben.	N.	W	W	F.	Du-T.	B.	B.	XOJ-1		
1-Kinner.	K-5	100	1810	1810 P-S°.	1	Y.	Y.	Par.	W.	W-A.	N.	8.50x10	W	W	F.	S.	Bird.	BK		
1-Warner.	Scarab	110	1850	1850 P-S°.	1	Y.	Y.	Std.	A.	W-A.	N.	8.50x10	W	W	F.	S.	Bird.	BW		
1-Kinner.	B-5	125	1925	1925 P-S°.	1	Y.	Y.	C-R.	W-A.	W-A.	N.	8.50x10	W	W	F.	S.	Bird.	CK		
1-Jacobs.	LA-1	165	2125	2125 P-S°.	1	Y.	Y.	Std.	A.	W-A.	N.	8.50x10	W	W	F.	S.	Bird.	CJ		
1-Wright.	JG-5	165	2000	2000 P-S°.	1	Y.	Y.	Std.	A.	W-A.	N.	8.50x10	W	W	F.	S.	Bird.	C		
1-Kinner.	B-5	125	1925	1925 C-A.	1	Y.	Y.	C R.	A.	W-A.	N.	W	W	F.	S.	Bird.	CK			
1-Continental <sup>18</sup> .	40	2400	1800 H-C.	1	Y.	Y.	Ow.	Du.	Go.	Y.	18x8	W	W	C.	W.	Blondin.	Mallard			
2-P & W.	Wasp	1100	2100	2100 In.	3	Edcl. E-M.	1	Y.	Y.	Ha.	A.	W-A.	W-A.	16x7-4	Du-T.	Du-T.	Du-T.	Du-T.	Boeing	247
1-Sekely.	SR-3	45	1750	1750 P-S.	1	Y.	Y.	FL.	W.	None.	N.	W	W	F.	S.	Burdette.	S-30			
1-Martin.	6-500	170	2000	2000	2	Y.	Y.	Opt.	N.	Own.	30x5	Du-C.	Du-C.	Du.	Du-C.	Cairns.	AM			
1-Wright.	R-540	170	2000	2000	2	Y.	Y.	Opt.	N.	Own.	30x5	Du-C.	Du-C.	Du.	Du-C.	Cairns.	AW			
1-Lambert.	R-266	90	2375	2375 H-C.	2	Own.	Y.	Y.	Sup°.	W.	Ben°.	N.	26x5	W	W	F.	S.	Cavalier.	E	
1-Wright.	A-975	300	2000	2000 H-C.	2	No.	Y.	Y.	Ha.	S.	Ben.	N.	32x6	W	W	F.	S.	Chamberlin.	C-61	
1-Wright.	A-979	300	2000	2000 H-C.	2	No.	Y.	Y.	Ha.	S.	Ben.	N.	32x6	W	W	F.	S.	Chamberlin.	C-82	
1-Kinner.	B-5	125	1925	1925 P-S°.	1	Y.	Y.	Har°.	W°.	A-F.	N.	6.50x10	Du-C.	L-W	F.	S.	Consolidated.	Fleet 10		
1-Kinner.	K-5	100	1810	1810 P-S°.	1	Y.	Y.	C°.	A°.	N.	A-F°.	6.50x10	Du-C.	L-W	F.	S.	Consolidated.	Fleet 5		
1-Kinner.	C-5	210	1900	1900 Edcl. E-M.	1	Y.	Y.	Ha°.	A°.	N.	A-F°.	30x5x12	Du-C.	L-W	F.	S.	Consolidated.	21A		
1-P & W.	Wasp Jr.	300	2000	2000 Edcl. E-M.	2	Own.	Y.	N.	Ha°.	A.	A-P°.	N.	30x13-6	Du-C.	L-W	F.	S.	Consolidated.	Fleetster 17A	
1-P & W.	Hornet	600	2000	2000 Edcl. E-M.	2	Own.	Y.	N.	Ha°.	A.	A-P°.	N.	30x13-6	Du-C.	L-W	F.	S.	Consolidated.	Fleetster 20A	
1-Wright.	Cyclone	600	2000	2000 Edcl. E-M.	2	Own.	Y.	N.	PSB°.	S.	Go°.	N.	6.50x10	Du-C.	Du-B.	Du.	Du.	Curtiss-Wright.	Super-Comm.	
1-Wright.	Cyclone	1350	2000	2000 Edcl. E-M.	2	Y.	Y.	Ha.	A.	C.	A-P°.	6.50x10	W	W	F.	S.	Curtiss-Wright.	16E		
1-Wright.	Whirl'd R-540	165	2000	2000 Edcl. E-M.	1	Y.	Y.	Ha.	C.	W-A°.	N.	W-A°.	8.50x10	W	W	F.	S.	Curtiss-Wright.	A-14-D	
1-Wright.	Whirl'd R760E	240	2000	2000 Edcl. E-M.	2	Y.	Y.	Ha.	C.	A-P°.	N.	A-P°.	8.50x10	W	W	F.	S.	Curtiss-Wright.	B-14-B	
1-Wright.	Whirl'd R75E	300	2000	2000 Edcl. E-M.	2	Own.	Y.	Y.	Ha.	C.	A-P°.	N.	36x8	Du-C.	S.	F.	S.	Curtiss-Wright.	D-3	
1-Sekely.	SR-3-0	45	1825	1825 P-S.	1	Y.	Y.	FL.	W.	None.	N.	16x5	W	W	F.	S.	Curtiss-Wright.	CW-1		
1-Wright.	Gipsy	90	2100	2100 P-S.	1	Y.	Y.	Opt.	W.	A-P.	N.	6.50x10	W	W	F.	S.	Curtiss-Wright.	12-Q		
1-Warner.	Scarab	110	1950	1950 Edcl. E-M.	1	Y.	Y.	Var.	W.	A-P.	N.	6.50x10	W	W	F.	S.	Curtiss-Wright.	12-W		
1-Warner.	Scarab	110	1950	1950 Edcl. E-M.	1	Y.	Y.	Var.	W.	A-P.	N.	6.50x10	W	W	F.	S.	Curtiss-Wright.	16-W		
1-Kinner.	B-5	125	2000	2000 Edcl. E-M.	2	Y.	Y.	Var.	W.	A-P.	N.	6.50x10	W	W	F.	S.	Curtiss-Wright.	16-K		
1-Wright.	Whirl'd R75E	300	2000	2000 Edcl. E-M.	2	Tra.	Y.	Y.	Ha.	C.	A-P.	N.	32x8	W	W	F.	S.	Curtiss-Wright.	6-B	
1-Curtiss.	Chall. R600	185	2000	2000 Edcl. E-M.	2	Tra.	Y.	Y.	Ha.	C.	A-P.	N.	8.50x10	W	W	F.	S.	Curtiss-Wright.	15-C	
1-Kinner.	C-5	210	2000	2000 Edcl. E-M.	2	Tra.	Y.	Y.	Ha.	C.	A-P.	N.	8.50x10	W	W	F.	S.	Curtiss-Wright.	15-N	
1-Wright.	Whirl'd R760E	240	2000	2000 Edcl. E-M.	2	Tra.	Y.	Y.	Ha.	C.	A-P.	N.	8.50x10	W	W	F.	S.	Curtiss-Wright.	15-D	
1-LeBlond.	65	65	1975	1975 P-S.	1	Y.	Y.	FL.	W.	None.	A-P.	6.50x10	Du-C.	L-W	F.	S.	Davis.	D-1		
1-LeBlond.	85	85	2175	2175 P-S.	1	Y.	Y.	FL.	W.	None.	A-P.	6.50x10	Du-C.	L-W	F.	S.	Davis.	D1-85		
1-Kinner.	K-5	100	1975	1975 P-S.	2	Y.	Y.	FL.	W.	A-P.	N.	6.50x10	Du-C.	L-W	F.	S.	Davis.	D1-K		
1-Warner.	Scarab	110	2100	2100 P-S.	2	Y.	Y.	FL.	W.	A-P.	N.	6.50x10	Du-C.	L-W	F.	S.	Davis.	D1-W		
1-Wright.	Cyclone	575	1900	1900 Edcl. E-M.	3	Y.	Y.	Ha.	S.	Ben.	N.	32x6	W	W	F.	S.	Douglas.	O-38S		
2-Wright.	Cyclone	1150	1900	1900 Edcl. E-M.	6	Y.	Y.	Ha.	S.	Ben.	N.	36x8	Du-T.	Du-C.	F.	S.	Douglas.	P2D-1		
2-P & W.	Wasp	840	2000	2000 E-M.	4	No.	N.	Y.	Ha.	A.	A-P.	N.	36x8	Du-T.	Du-C.	F.	S.	Douglas.	Dolphin	
1-Comet.	Chall. R-540	165	1950	1950 C-A.	3	Y.	Y.	Ha.	Du.	A-P.	N.	30x5	W	W	F.	S.	Eaglerock.	A-12		
1-Curtiss.	Chall. R-540	185	1800	1800 In-H-C.	3	Y.	Y.	Ha.	Du.	A-P.	N.	W	W	F.	S.	Eaglerock.	A-13			
1-Wright.	Whirl'd T-6-5																			

## AMERICAN

PLANE, MAKE AND MODEL	GENERAL												PERFORMANCE																				
	Approved Type Certificate Number	Type	Monoplane or Biplane	Land or Water	Open or Closed	Specially Designed or Equipped for	Price \$	Total Seating Capacity	Cn. Ft. Cargo Compart- ment Exclusive of Seating Capacity Area	Overall Dimensions			Wings		Weights				Empty (Lbs.)	Fully Loaded (Lbs.)	Per Total H.P. (Lbs.) Full Load	Actual Pay Load (Lbs.)	Pay Load per Total H.P. (Lbs.)	Full Throttle Speed at Sea Level With Full Load M.P.H.	Cruising Speed at 3000 Ft. (Full Load)	Landing Speed (Full Load)	Gas (Gallons per Hr.)	Oil (Gallons per Hr.)	Fuel Consump- tion at Cruising Speed With Full Load				
													Length (Ft. In.)		Height (Ft. In.)		Width (Ft. In.)		Folding (F) Demountable (D) Rigid (R)		Area Main Wings (Sq. Ft.)												
Kellett. Autogiro K-2	437	L.	Opt.	P.	2	19-6	12-6	41-0		19-6	22-11	8-3	28-4	R.	1551	2200	13.33	279	1.68	92	75	0	11.0	...									
Kellett. Autogiro K-3	471	L.	Opt.	P.	2	19-6	12-6	40-6		19-6	31-2	3-1/2	233	R.	1647	2300	10.95	285	1.35	110	93	0	14.0	...									
Kitty Hawk. B-8	392	L.	G-U		2	19-6	12-6	40-6		22-11	8-3	28-4	R.	1164	1950	15.60	383	3.06	110	42	0	7.0	.04										
Laird Whirlwind. LC-B200	86	B.	L.	O.	3	23-9	9-3	295		1800	2850	12.95	390	1.77	135	110	45																
Laird Whirlwind. LC-B300	353	B.	L.	O.	3	23-9	9-3	295		1930	3020	10.06	390	1.30	150	120	45																
Laird Speedwing. LC-R200	152	B.	L.	O.	3	22-9	9-3	202		1848	2914	13.24	390	1.77	150	120	55																
Laird Speedwing. LC-R300	176	B.	L.	O.	3	22-9	9-0	202		1922	3010	10.03	390	1.30	175	135	55																
Laird Speed'g Sr. LC-RW450	2-346	B.	L.	O.	3	22-8	9-5	216		2120	3200	7.52	220	.51	190	150	60																
Laird Sp'g DeL. LC-RW300	377	B.	L.	O.	3	22-7	9-0	202		1922	3010	10.03	390	1.30	190	150	58																
Liberty. B	181	M.	L.	C-T	2	20-6	6-6	35-0	R.	165	600	965	21.44	200	4.44	90	75	30	3.0	60													
Lincoln. PT	279	B.	L.	C-T	2	26-2	3-2	32-3	R.	1428	1968	21.86	170	1.80	110	88	40	8.0	.25														
Lincoln. PTW	284	B.	L.	C-T	2	25-7	3-2	32-3	R.	1176	1767	17.67	170	1.70	110	95	60	6.0	.12														
Lincoln. PTT	344	B.	L.	C-T	2	26-2	3-2	32-3	R.	1203	1794	16.30	170	1.60	110	95	60	6.0	.12														
Lincoln. AP	372	M.	L.	C.	3	26.0	8-3	37-0	R.	206	1352	2148	17.44	412	3.37	128	103	48	7.0	.12													
Lincoln. AP	373	M.	L.	C.	3	26-0	8-3	37-0	R.	206	1320	2148	17.44	412	3.37	112	97	48	8.0	.12													
Lockheed. Vega SC	384	M.	L.	C.	7	21	27-6	9-0	41-0	R.	279	2565	4750	10.55	126	2.80	185	155	60	25.0	.50												
Lockheed. Alter 8D	2-493	M.	L.	O.	2	25	27-10	9-3	42-9	R.	294	3297	5200	11.55	482	2.10	220	180	63	25.0	.50												
Lockheed. Orion 9	421	M.	L.	O.	7	18	27-10	9-8	42-9	R.	294	3325	5400	12.00	1172	2.60	220	180	65	25.0	.50												
Lockheed. Orion 9B	462	M.	L.	C.	5	32	28-1	9-8	42-9	R.	294	3570	5400	9.39	1054	2.40	226	190	65	33.0	1.00												
Martin. 122 USN	B.	W.	C.	Mi.	5	...	49-0	72-9	D.	1189	9858	16877	14.85								126	61	49.0										
Martin. 125 USN	B.	W.	O.	Mi.	2	28-5	12-0	41-0	D.	417	3432	5869	10.20								134	61	30.0										
Martin. 134 USN	M.	W.	C.	Mi.	5	61-11	10-8	100-0	D.	1115	9850	15033	13.07								116	60	45.0										
Mercury. Chic T-2	235	M.	L.	O.	2	23-0	8-7	35-8	D.	192	1014	1600	17.77	218	2.40	115	90	42															
Meteor. P-2	488	B.	L.	C-T	2	12-6	24-1/4	7-10	32-0	R.	163	1069	1650	20.28	208	2.08	126	105	40	7.0													
Meteor. P-25	482	B.	L.	C-T	2	12-6	24-1/4	7-10	32-0	R.	163	1147	1750	17.50	240	2.40	126	105	40	7.0													
Monocoupe. 90	306	M.	L.	C.	3	37-5	4-2	20-10	R.	132	902	1521	16.89	262	2.91	115	100	47	5.7														
Monocoupe. 90J	355	M.	L.	C.	3	37-5	4-2	20-11	R.	132	902	1511	16.78	240	2.67	115	100	47	5.7														
Monocoupe. 110	327	M.	L.	C.	2	44-5	4-2	20-4	R.	132	1000	1620	4.72	222	1.33	112	50	7.5															
Monocoupe. 125	359	M.	L.	C.	2	44-5	4-2	20-8	R.	132	1007	1590	11.92	199	1.59	133	112	50	8.0														
Monocoupe. 70V	492	M.	L.	C.	2	44-5	4-2	20-10	R.	132	948	1515	23.37	210	3.23	105	90	47	5.0														
Nicholas-Beazley. NB-8-G	452	L.	O.	C-T	2	1490	2	3	20-3	7-9	36-0	F.	185	717	1210	15.12	182	2.27	110	92	38	4.5	.25										
Pitcairn. Autogiro PA-18	478	M.	A.	O.	C-T	2	5400	2	None	28-6	11-5	28-6	R.	1354	1910	11.31	180	1.12	100	85	0	9.0	.12										
Privateer. P-2	Pending.	M.	A.	C.	2	5800	2	None	28-0	8-4	38-0	D.	198	1350	1950	17.72	200	1.65	90	75	41	9.5	.15										
Privateer. P-3B	Pending.	M.	A.	C.	3	8990	2	25	30-4	12-0	42-6	D.	224	2233	3200	12.23	385	1.84	115	90	58	12.5	.12										
Privateer. N2-B	153	B.	A.	C.	Tr.	4	15500	4	60	31-0	12-2/2	40-0	D.	376	2960	4400	14.66	680	2.24	112	80	46	15.0	.70									
Privateer. N2-C	248	B.	A.	C.	Tr.	5	18500	5	60	31-0	12-2/2	40-0	D.	376	3240	4900	11.66	900	2.10	120	95	48	20.0	1.00									
R-C. Courier 120	M.	L.	C.	C-T	2	4475	2	...	24-4	7-3	36-8	R.	207	1216	1596	13.33	210	1.75	125	105	37	7.0	.04										
R-C. Courier 95	M.	L.	C.	C-T	2	3950	2	...	24-4	7-3	36-8	R.	207	1201	1581	16.52	210	2.31	110	95	37	6.0	.04										
R-C. Meteor	M.	L.	C.	Mi.	1	7500	1	...	17-10	6-5	26-0	R.	85	915	1115	7.08	30	.20	195	145	60	8.0	.04										
R-C. Shooting Star	M.	L.	C.	Mi.	1	17500	1	...	25-0	9-6	35-0	R.	150	1495	2380	12.86	355	1.92	137	115	35												
Rearwin Ken Royce. 2000-C	232	B.	L.	O.	3	2	25-0	9-6	35-0	R.	300	1447	2359	14.29	370	2.24	131	110	35														
Rearwin Ken Royce. 2000-CC	314	B.	L.	O.	3	2	25-0	9-6	35-0	R.	300	1447	2359	14.29	370	2.24	131	110	35														
Rearwin Junior. 3000	434	M.	L.	O.	2	1795	2	2	21-9	7-3	36-0	D.	179	583	1040	23.11	185	4.11															
Rearwin Junior. 3000	434	M.	L.	O.	2	1895																											

## AIRPLANES—Continued

Engine Make, Model and Number Fitted	ENGINE				EQUIPMENT								MATERIAL				PLANE, MAKE AND MODEL					
	Total H.P.	Engine R.P.M.	Propeller R.P.M.	Method of Starting and Starter Make	Number Fuel Tanks	Cabin Heater Make	Exhaust Manifolds Provided?	Dual Control Provided?	Propeller		Brakes		Wheels		Wings	Fuselage						
									Make	Material	Make	Material	Fit to Tail Wheels?	Make	Size	Ribs	Spars	Covering	Structure	Covering		
1-Continental	A70	165	2000	2000	C-A	2	Y	Y	C.	Du.	A-F.	N	A-F.	6.50x10	W	S.	F.	S.	F.	Kellett	Autogiro K-2	
1-Kinner	E-5	210	1900	1900	C-A	2	Y	Y	Ha.	Du.	A-F.	N	A-F.	7.50x10	W	S.	F.	S.	F.	Kellett	Autogiro K-3	
1-Kinner	B-5	125	1800	1800	H-C.	1	Y	Y	Har.	W.	W-A.	N	W-A.	6.50x10	W	W	F.	F.	F.	Kitty Hawk	B-8	
1-Wright	J-5	220		In		2	Y	Y	Ha.	A.	Ben.	N	Ben.	30x5	L-W	W	F.	Du-T.	F.	Laird Whirlwind	LC-B200	
1-Wright	J-6	300		In		2	Y	Y	Ha.	A.	Ben.	N	Ben.	30x5	L-W	W	F.	Du-T.	F.	Laird Whirlwind	LC-B300	
1-Wright	J-5	220		In		2	Y	Y	Ha.	A.	Ben.	N	Ben.	30x5	L-W	W	F.	Du-T.	F.	Laird Speedwing	LC-R200	
1-Wright	J-6	300		In		2	Y	Y	Ha.	A.	Ben.	N	Ben.	30x5	L-W	W	F.	Du-T.	F.	Laird Speedwing	LC-R300	
1-P & W	Wasp	425				3	Y	Y	Ha.	A.	Ben.	N	Ben.	30x5	L-W	W	F.	Du-T.	F.	Laird Speedg Sr.	LC-RW450	
1-P & W	Wasp Jr.	300		In		2	Y	Y	Ha.	A.	Ben.	N	Ben.	30x5	L-W	W	F.	Du-T.	F.	Laird Spg Del.	LC-RW300	
1-Seelye	45	1700	1700	P-S.		1	Y	Y	Ha.	W.	Go.		16x7	Du-C.	W	F.	S.	F.	F.	Liberty		
1-Curtiss	OX5	90	1400	1400	P-S.	1	No.	N	Y					W	W	F.	S.	F.	F.	Lincoln	PT	
1-Kinner	100	1700	1700	P-S.		1	No.	N	Y					W	W	F.	S.	F.	F.	Lincoln	PTW	
1-Warner	110	1750	1750	P-S.		1	No.	N	Y					W	W	F.	S.	F.	F.	Lincoln	PTT	
1-Light Tiger	90	1550	1550	P-S.		1	No.	N	Y					W	W	F.	S.	F.	F.	Lincoln	AP	
1-Kinner	B-5	125	1900	1900	P-S.	2	No.	N	Y	Ha.	W-A.	N	W-A.	9.50x12	L-W	L-W	L-W	L-W	L-W	Lockheed	Vega 5C	
1-Kinner	K-5	100	1810	1810	P-S.	2	No.	N	Y	Fah.	W.	W-A.	N	9.50x12	L-W	L-W	L-W	L-W	L-W	Lockheed	Altair 6D	
1-P & W	Wasp SC-1	450	2100	2100	Ecl. E-M.	2	Own.	Y	N	Ha.	A.	A-P.	N	A-P.	28x4	S.	F.	S.	F.	F.	Scrub	Orion 9
1-P & W	Wasp SC-1	450	2100	2100	Ecl. E-M.	5	No.	Y	Y	Ha.	A.	A-F.	N	A-F.	20x9	W	F.	S.	F.	F.	Scrub	Lockheed
1-P & W	Wasp SC-1	450	2100	2100	Ecl. E-M.	5	Own.	Y	Y	Ha.	A.	A-F.	N	A-F.	6.50x10	W	W	F.	S.	F.	Scrub	Orion 9
1-Wright	Cyc. R1820E	575	1900	1900	Ecl. E-M.	5	Own.	Y	N	Ha.	A.	A-F.	N	A-F.	9.50x12	L-W	L-W	L-W	L-W	L-W	Lockheed	Orion 9B
2-Wright	Cyclone	1150	1550	1255	E-M.	4	Y	Y	Ha.	A.	Ben.	N	Ben.	32x6	Du-T.	Du.	F.	Du.	Du.	Martin	122	
1-P & W	Hornet	575	1950	1950	E-M.	3	Y	Y	Ha.	A.	Ben.	N	Ben.	Du-T.	Du.	F.	Du.	Du.	Martin	125		
2-P & W	Hornet	1150	1950	1950	E-M.	3	Y	Y	Ha.	A.	None.			Du-T.	Du.	F.	Du.	Du.	Martin	134		
1-LeBlond	90	90	1950	1950	P-S.	1	N	Y	Ha.	W.	None.			28x4	S.	F.	S.	F.	F.	Mercury	Chic T-2	
1-Kinner	K-5	100	1810	1810	P-S.	1	No.	Y	Sto.	W.	None.			20x9	W	F.	S.	F.	F.	Meteor	P-2	
1-Kinner	K-5	100	1810	1810	P-S.	1	No.	Y	Ha.	S.	Go.	N	Go.	20x9	W	F.	S.	F.	F.	Meteor	P-2S	
1-Lambert	R-266	90	2375	2375	P-S.	2	Own.	Y	Fah.	W.	A-P.	N	A-P.	32x6	S.	F.	S.	F.	F.	Monsoupe	90	
1-Warner	Jr.	90	2025	2025	P-S.	2	Own.	Y	Fah.	W.	A-P.	N	A-P.	32x6	S.	F.	S.	F.	F.	Monsoupe	90J	
1-Warner	Scrab	110	1850	1850	P-S.	2	Own.	Y	Std.	Du.	A-P.	N	A-P.	6.50x10	W	W	F.	S.	F.	Monsoupe	110	
1-Kinner	B-5	125	2050	2050	P-S.	2	Own.	Y	Std.	Du.	A-P.	N	A-P.	6.50x10	W	W	F.	S.	F.	Monsoupe	125	
1-Velie	M-5	65	1900	1900	P-S.	2	Own.	Y	Fah.	W.	A-P.	N	A-P.	6.50x10	W	W	F.	S.	F.	Monsoupe	70V	
1-Genet		80	2310	2310	P-S.	1	Y	Y	Fah.	W.	None.		Go.	16x7	W	W	F.	S.	F.	Nicholas-Beasley	NB-8-G	
1-Kinner	R-5	160	1975	1975	C-A-Hey	2	Y	Ha.	S.	A-P.	N	A-P.	N	6.50x10	W	W	F.	S.	F.	Pitcairn	Autogiro PA-18	
1-Warner	Scrab	110	1850	1850	C-A-Hey	1	Y	Ha.	Am-P.	W.	Opt.	N	A-P.	6.50x10	P-S.	W.	F.	S.	F.	Privateer	P-2	
1-Continental	A-70-2	210	2000	2000	C-A-Hey	2	Y	Ha.	Std.	S.	A-F.	N	A-F.	8.50x10	S-S.	W.	F.	S.	F.	Privateer	P-3B	
1-Wright	J-6-9	300	2000	2000	Ecl. E-M.	2	No.	Y	Std.	S.	A-P <sup>o</sup>	N	Ben.	32x6	Du.	W	F.	S.	F.	Privateer	N2-R	
1-P & W	Wasp	420	2100	2100	Ecl. E-M.	2	No.	Y	Std.	S.	A-P <sup>o</sup>	N	A-P <sup>o</sup>	32x6	Du.	W	F.	S.	F.	Privateer	N2-C	
1-Martin	333	120		In		2	Own.	Y	Y	Ha.	S.	A-F.	N	A-F.	6.50x10	W	W	F.	S.	F.	R-C	Courier 120
1-Cirrus	Hi Drive	95	1900	1900	P-S.	2	Own.	Y	Y	Sup.	W.	A-F.	N	A-F.	6.50x10	W	W	F.	S.	F.	R-C	Courier 95
1-Warner	145			P-S.		2	No.	Y	N	Ha.	S.	A-P.	N	A-P.	16x3	W	L-W	S.	F.	F.	R-C	Meteor
1-Optional				P-S.		3	Own.	Y	N	Ha.	S.	A-F.	N	A-F.	6.50x10	W	L-W	S.	F.	F.	R-C	Shooting Star
1-Curtiss	Challenger	185	2000	2000	Opt.	2	Y	Y	Std.	S.	Ben.	N	Ben.	28x4	W	W	F.	S.	F.	Rearwin	Ken Royce 2000-C	
1-Continental	165	2000	2000	Opt.		2	Y	Y	Std.	S.	Ben.	N	Ben.	28x4	W	W	F.	S.	F.	Rearwin	Ken Royce 2000CC	
1-Seelye	SR-3-0	45	1750	1750		1	Y	Y	FL.	W.				Sh.	7.00x4	W	W	F.	S.	F.	Rearwin	Junior
1-Seelye	SR-3-0	45	1750	1750		1	Y	Y	FL.	W.				Sh.	7.00x4	W	W	F.	S.	F.	Rearwin	Junior
1-Seelye	SR-50	50	1950	1950		1	Y	Y	FL.	W.				Go.	7.00x3	W	W	F.	S.	F.	Rearwin	Junior
1-Seelye	SR-50	50	1950	1950		1	Y	Y	FL.	W.				Go.	7.00x3	W	W	F.	S.	F.	Rearwin	Junior
1-Aeromarine	AR-3	50	2125	2125		1	Y	Y	Aero.	W.				Sh.	7.00x4	W	W	F.	S.	F.	Rearwin	Junior
1-Aeromarine	AR-3	50	2125	2125		1	Y	Y	Aero.	W.				Sh.	7.00x4	W	W	F.	S.	F.	Rearwin	Junior
1-Optional				E-M.		3	Y	Y	Own.	W.	Std.	N	N	W	W	W	W	W	W	Scout	Trainer	
1-Optional				E-M.		3	Own.	Y	Y	Own.	W.	Std.	N	N	W	W	W	W	W	Scout	Jr.	
1-Optional				E-M.		3	Own.	Y	Y	Own.	W.	Std.	N	N	W	W	W	W	W	Scout	Sr.	
1-Optional				E-M.		3	Own.	Y	Y	Own.	W.	Go.	N	N	W	W	W	W	W	Scout	Speed Scout	
2-P & W	Wasp	840	2000	2000	Ecl. E-M.	4	No.	Y	Y	Ha.	Du.	Own.	N	A-W.R.	36x8	Du-C.	F.	Du-C.	Du.	Du-C.	Sikorsky	S-3B-B
1-P & W	Wasp Jr.	300	2000	2000	CA Hey	2	No.	Y	Y	Ha.	Du.	Own.	N	Go.	26x11	Du-C.	Du-C.	Du-C.	Du-C.	Du-C.	Sikorsky	S-3B-B
4-P & W	Hornet	2300	1950	1950	Ecl. In.	6	No.	Y	Y	Ha.	Du.	Own.	N	Opt.	58x4	Du-C.	Du-C.	Du-C.	Du-C.	Du-C.	Sikorsky	S-40
2-P & W	Hornet	1150	1950	1950	Ecl. In.	6	No.	Y	Y	Ha.	Du.	Own.	N	A-W.R.	36x8	Du-C.	Du-C.	Du-C.	Du-C.	Du-C.	Sikorsky	S-41B
1-Rover		.75	75	1975	H-M.	1	Y	Y	Ha.	W.	A-F.	N	A-F.	6.50x10	Al	W	F.	S.	F.	Sikorsky	Skylark	
1-P & W	Wasp	420	2000	2000	Ecl. E-M.	2	Own.	Y	Y	Ha.	A.	Ben.	N	Ben.	36x8	Du-C.	Du-C.	Du-C.	Du-C.	Du-C.	Sikorsky	3-75
1-Lycoming		215	2000	2000	E-M.	2	Own.	Y	Y	Ha.	A.	A-F.	N	A-F.	8.50x10	P-S.	W	F.	S.	F.	Stinson	R
1-Lycoming		240	2000	2000	E-M.	2	Own.	Y	Y	Ha.	A.	A-F.	N	A-F.	8.50x10	P-S.	W	F.	S.	F.	Stinson	K-2
1-Lycoming		240	2000	2000	E-M.	2	Own.	Y	Y	Ha.	A.	A-F.	N	A-F.	35x15x6	Du-T.	S.	F.	S.	F.	Stinson	R-3
3-Lycoming		720	2000	2000	E-M.	2	Own.	Y	Y													

## AMERICAN AIRPLANE ENGINES

ENGINE MAKE AND MODEL	CYLINDER DATA				RATING		CONSUMPTION		WEIGHTS		CARBU- RETORS		IGNITION SYSTEMS		STARTING		INSTALLATION DIMENSIONS (In.)												
	Arrangement	Number of Cylinders	Number of Valves per Cylinder	Exhaust	Inlet	Mr. Specified R.P.M.	R.P.M.	Mr. Specified R.P.M.	R.P.M.	Per Brake H.P. Hour	Current Sources	Number of Spark Plugs Made per Cylinder	Number of Fuel Pumps and Number of Fuel Lines	Method	Length	Width	Height	Center to Center Distance Between Center Bolts	Distance Between Center Bolts (Inches)										
Aeronarne	AR-3	74	Rad.	Air.	3	4 <sup>5/8</sup> x 4 <sup>1/2</sup>	160.0	5.00/118.0	8	1	1	1	1	50-2125	2125 D.	.550	.008	3.5	145	195	195	1-Sr.	N... N... N... N... N... N... N...	P-S.	23 <sup>1/2</sup>	35	33 <sup>1/2</sup>	500	
Aeronarne	AR-5	72	Rad.	Air.	5	4 <sup>1/2</sup> x 4 <sup>1/2</sup>	266.0	5.00/118.0	8	1	1	1	1	85-2125	2125 D.	.550	.008	3.5	145	195	195	1-Sr.	N... N... N... N... N... N... N...	P-S.	23 <sup>1/2</sup>	35	33 <sup>1/2</sup>	850	
Aeronarne	AR-7	41	Rad.	Air.	9	4 <sup>1/2</sup> x 4 <sup>1/2</sup>	375.0	5.00/120.0	8	1	1	1	1	180-2125	2125 D.	.550	.008	3.5	145	236	236	1-Sr.	N... N... N... N... N... N... N...	P-S.	23 <sup>1/2</sup>	35	33 <sup>1/2</sup>	1200	
Aeronarne	E-113A	71	Rad.	Air.	11	4 <sup>1/2</sup> x 4 <sup>1/2</sup>	570.0	5.00/120.0	8	1	1	1	1	180-2125	40-2520	2000 D.	.460	.008	3.0	110	275	1-Zen.	Y... Y... Y... Y... Y... Y... Y...	P-S.	24 <sup>1/2</sup>	34 <sup>1/2</sup>	34 <sup>1/2</sup>	1800	
Aeronarne	A-16	16	Rad.	Air.	11	3 <sup>1/2</sup> x 4 <sup>1/2</sup>	113.5	5.20/115.0	8	1	1	1	1	200-1800	235-1950	1800 D.	.450	.003	13.0	325	1.62	Spec.	Y... Y... Y... Y... Y... Y... Y...	P-S.	24 <sup>1/2</sup>	41	41	2900	
Aeronarne	A-18	12	Rad.	Air.	12	5 <sup>1/2</sup> x 6 <sup>1/2</sup>	754.0	7.00/160.0	1	1	1	1	1	800-1800	1000-1750	1800 D.	.450	.003	30.0	825	1.12	Spec.	Y... Y... Y... Y... Y... Y... Y...	P-S.	24 <sup>1/2</sup>	41	41	5500	
Aeronarne	RY-8	72	Rad.	Air.	12	6 <sup>1/2</sup> x 7 <sup>1/2</sup>	632.0	5.20/165.0	1	1	1	1	1	800-1800	1000-1750	1800 D.	.450	.003	30.0	825	1.12	Spec.	Y... Y... Y... Y... Y... Y... Y...	P-S.	24 <sup>1/2</sup>	41	41	15000	
Aeronarne	RY-10	70	Rad.	Air.	14	6 <sup>1/2</sup> x 7 <sup>1/2</sup>	676.0	7.50/165.0	8	1	1	1	1	1000-1750	1300-2100	1750 D.	.450	.003	30.0	950	1.12	Spec.	Y... Y... Y... Y... Y... Y... Y...	P-S.	24 <sup>1/2</sup>	41	41	2950	
Aeronarne	A-440	40	Rad.	Air.	4	3 <sup>1/2</sup> x 7 <sup>1/2</sup>	160.0	5.00/65.0	8	1	1	1	1	150-1800	1800 D.	.550	.017	3.7	420	4.00	1-Sr.	Y... Y... Y... Y... Y... Y... Y...	P-S.	24 <sup>1/2</sup>	45	45	15000		
Aeronarne	A-440-B	16	Rad.	Air.	4	4 <sup>1/2</sup> x 5 <sup>1/2</sup>	612.0	5.00/65.0	8	1	1	1	1	100-1800	1800 D.	.550	.017	3.7	420	4.00	1-Sr.	Y... Y... Y... Y... Y... Y... Y...	P-S.	24 <sup>1/2</sup>	45	45	15000		
Aeronarne	Cameron	60	I-L.	Air.	4	4 <sup>1/2</sup> x 4 <sup>1/2</sup>	285.0	5.40/126.0	6	2	2	1	1	60-1800	75-2100	1800 D.	.880	.002	5.3	180	3.00	1-Sr.	Y... Y... Y... Y... Y... Y... Y...	P-S.	27 <sup>1/2</sup>	16	20 <sup>1/2</sup>	600	
Aeronarne	A-40	100L	I-L.	Air.	6	4 <sup>1/2</sup> x 4 <sup>1/2</sup>	428.0	5.40/126.0	6	2	2	1	1	100-1800	115-2100	1800 D.	.880	.002	9.0	260	2.60	1-Sr.	Y... Y... Y... Y... Y... Y... Y...	P-S.	27 <sup>1/2</sup>	16	20 <sup>1/2</sup>	900	
Aeronarne	Continental	100L	I-L.	Air.	4	3 <sup>1/2</sup> x 3 <sup>1/2</sup>	115.0	5.20/100.0	4	1	1	1	1	37-2550	2550 D.	.110	.003	10.0	337	3.70	1-Sr.	Y... Y... Y... Y... Y... Y... Y...	P-S.	27 <sup>1/2</sup>	16	20 <sup>1/2</sup>	15000		
Aeronarne	A-70-2	32	Rad.	Air.	7	4 <sup>1/2</sup> x 4 <sup>1/2</sup>	544.0	5.40/120.0	8	1	1	1	1	165-2000	2000 D.	.100	.003	10.0	390	2.40	1-Sr.	N... N... N... N... N... N... N...	P-S.	27 <sup>1/2</sup>	16	20 <sup>1/2</sup>	15000		
Aeronarne	A-70-2	32	Rad.	Air.	7	4 <sup>1/2</sup> x 4 <sup>1/2</sup>	668.0	5.20/125.0	8	1	1	1	1	210-2000	2000 D.	.102	.003	19.0	445	2.40	1-Sr.	N... N... N... N... N... N... N...	P-S.	27 <sup>1/2</sup>	16	20 <sup>1/2</sup>	15000		
Aeronarne	R-450	80	Rad.	Air.	6	5 <sup>1/2</sup> x 4 <sup>1/2</sup>	603.0	5.20/128.0	2	1	1	1	1	185-2000	191-2000	2000 D.	.098	.002	12.0	690	1.442	2-Sr.	N... N... N... N... N... N... N...	P-S.	27 <sup>1/2</sup>	16	20 <sup>1/2</sup>	15000	
Aeronarne	Challenge	R-460	80	Rad.	6	5 <sup>1/2</sup> x 4 <sup>1/2</sup>	1145.0	5.20/135.0	2	2	2	2	2	435-2300	445-2300	2300 D.	.091	.003	12.0	900	1.442	2-Sr.	N... N... N... N... N... N... N...	P-S.	27 <sup>1/2</sup>	16	20 <sup>1/2</sup>	15000	
Aeronarne	D-12	V-50	Wat.	Air.	12	4 <sup>1/2</sup> x 6 <sup>1/2</sup>	1569.0	6.25/129.0	2	2	2	2	2	600-2450	625-2450	2450 D.	.061	.003	57.0	985	1.642	2-Sr.	N... N... N... N... N... N... N...	P-S.	27 <sup>1/2</sup>	16	20 <sup>1/2</sup>	15000	
Aeronarne	Curtiss	V-1570 F	Pig.	V-80	Wat.	12	5 <sup>1/2</sup> x 6 <sup>1/2</sup>	1569.0	6.25/128.0	2	2	2	2	2	600-2450	620-2450	2450 D.	.061	.003	57.0	985	1.642	2-Sr.	N... N... N... N... N... N... N...	P-S.	27 <sup>1/2</sup>	16	20 <sup>1/2</sup>	15000
Aeronarne	Curtiss	V-1570 F	Pig.	V-80	Wat.	12	5 <sup>1/2</sup> x 6 <sup>1/2</sup>	1569.0	6.25/128.0	2	2	2	2	2	600-2450	620-2450	2450 D.	.061	.003	57.0	985	1.642	2-Sr.	N... N... N... N... N... N... N...	P-S.	27 <sup>1/2</sup>	16	20 <sup>1/2</sup>	15000
Aeronarne	Dayton	4	I-L.	Air.	4	3 <sup>1/2</sup> x 4 <sup>1/2</sup>	372.0	6.00/126.0	6	1	1	1	1	55-2550	55-2550	2550 D.	.550	.015	17.5	173	1-Sr.	N... N... N... N... N... N... N...	P-S.	27 <sup>1/2</sup>	16	20 <sup>1/2</sup>	900		
Aeronarne	Dayton	4	I-L.	Air.	4	3 <sup>1/2</sup> x 4 <sup>1/2</sup>	372.0	6.00/126.0	6	1	1	1	1	50-2550	50-2550	2550 D.	.550	.015	17.5	173	1-Sr.	N... N... N... N... N... N... N...	P-S.	27 <sup>1/2</sup>	16	20 <sup>1/2</sup>	900		
Aeronarne	Gryphen	M-N	H.	Air.	8	4 <sup>1/2</sup> x 4 <sup>1/2</sup>	511.0	5.40/110.0	6	2	2	1	1	150-2200	1800 D.	.480*	.....	420	500	2.80	2-Zen.	Y... Y... Y... Y... Y... Y... Y...	P-S.	27 <sup>1/2</sup>	16	20 <sup>1/2</sup>	900		
Aeronarne	Gryphen	M-N	H.	Air.	8	5 <sup>1/2</sup> x 6 <sup>1/2</sup>	811.0	5.50/110.0	2	1	1	1	1	150-2200	1800 D.	.480*	.....	420	500	2.80	2-Zen.	Y... Y... Y... Y... Y... Y... Y...	P-S.	27 <sup>1/2</sup>	16	20 <sup>1/2</sup>	900		
Aeronarne	Hawk	6-100	Rad.	Air.	6	3 <sup>1/2</sup> x 5 <sup>1/2</sup>	372.0	6.00/126.0	6	2	2	1	1	100-1800	110-2000	1800 D.	.550	.015	17.5	173	1-Sr.	N... N... N... N... N... N... N...	P-S.	27 <sup>1/2</sup>	16	20 <sup>1/2</sup>	900		
Aeronarne	Hawk	3-1	Rad.	Air.	3	3 <sup>1/2</sup> x 5 <sup>1/2</sup>	186.0	6.00/126.0	6	2	2	1	1	50-1800	55-2000	1800 D.	.580*	.....	3.5	140	2.30	1-Zen.	N... N... N... N... N... N... N...	P-S.	27 <sup>1/2</sup>	16	20 <sup>1/2</sup>	900	
Aeronarne	Invicta	70	Rad.	Air.	10	3 <sup>1/2</sup> x 5 <sup>1/2</sup>	287.0	5.40/115.0	7	2	2	1	1	95-2000	95-2000	1800 D.	.500	.050	1.6	55	2.47	1-Sr.	N... N... N... N... N... N... N...	P-S.	27 <sup>1/2</sup>	16	20 <sup>1/2</sup>	900	
Aeronarne	Irwin	70	Rad.	Air.	4	3 <sup>1/2</sup> x 5 <sup>1/2</sup>	79.0	4.80/95.0	7	2	2	1	1	20-1750	24-2200	1800 D.	.500	.050	1.6	55	2.80	1-Zen.	N... N... N... N... N... N... N...	P-S.	27 <sup>1/2</sup>	16	20 <sup>1/2</sup>	900	
Aeronarne	Jacobs	LA-1	Rad.	Air.	7	4 <sup>1/2</sup> x 4 <sup>1/2</sup>	528.0	4.80/122.0	9	1	1	1	1	170-2125	170-2125	1800 D.	.550	.017	10.0	390	2.29	1-Sr.	N... N... N... N... N... N... N...	P-S.	27 <sup>1/2</sup>	16	20 <sup>1/2</sup>	900	
Aeronarne	Jacobs	LA-1	Rad.	Air.	7	4 <sup>1/2</sup> x 4 <sup>1/2</sup>	589.0	5.00/120.0	9	1	1	1	1	170-2120	200-2150	1800 D.	.550	.020	9.0	400	2.35	1-Sr.	N... N... N... N... N... N... N...	P-S.	27 <sup>1/2</sup>	16	20 <sup>1/2</sup>	900	
Aeronarne	Jacobs	LA-1	Rad.	Air.	3	4 <sup>1/2</sup> x 4 <sup>1/2</sup>	190.0	4.80/120.0	3	1	1	1	1	55-2125	55-2125	1800 D.	.520*	0.018	3.5	190	2.80	1-Zen.	N... N... N... N... N... N... N...	P-S.	27 <sup>1/2</sup>	16	20 <sup>1/2</sup>	900	
Aeronarne	Kinner	K-5	Rad.	Air.	5	4 <sup>1/2</sup> x 5 <sup>1/2</sup>	372.0	5.25/118.0	8	1	1	1	1	100-1810	103-1900	1900 D.	.100	.001	10.0	280	2.80	1-Sr.	N... N... N... N... N... N... N...	P-S.	27 <sup>1/2</sup>	16	20 <sup>1/2</sup>	900	
Aeronarne	Kinner	K-5	Rad.	Air.	5	4 <sup>1/2</sup> x 5 <sup>1/2</sup>	441.0	5.25/117.0</td																					

ABBREVIATIONS	General
	•—Pounds
	°—Others also
	—Oil and Gas Mixed
	API—Approved for
	A.T.C.—Approved Type Ce-
	—ate
	N—No or None
	O or Op—Optional
	P—Piping
	P—Piping

## Census of Numbered Motor Boats\*

PORT	1930	1931	1932	1930	1931	1932	PORT	1930	1931	1932	PORT	1930	1931	1932	
Baltimore, Md.	15,123	15,588	15,888	Los Angeles, Cal.	3,584	3,674	3,878	Portland, Me.	13,187	13,374	13,664	Portland, Or.	2,290	2,275	2,290
Boston, Mass.	13,119	13,346	13,402	Louisville, Ky.	2,299	2,290	2,290	Portland, Or.	7,163	7,922	7,907	Providence, R. I.	3,539	3,128	3,040
Bridgeport, Conn.	5,921	6,401	6,486	Memphis, Tenn.	4,164	4,240	4,240	Rochester, N. Y.	3,448	3,448	3,695	Rochester, N. Y.	2,272	2,272	2,272
Buffalo, N. Y.	1,251	1,148	1,186	Milwaukee, Wis.	2,179	2,232	2,232	St. Albans, Vt.	573	615	486	St. Louis, Mo.	3,690	3,853	3,853
Charleston, S. C.	1,190	1,233	1,272	Minneapolis, Minn.	614	748	759	St. Louis, Mo.	6,750	7,171	7,400	San Antonio, Tex.	12,862	14,020	14,769
Chicago, Ill.	6,957	6,995	7,183	Mobile, Ala.	3,518	3,680	3,853	San Antonio, Tex.	674	819	928	San Diego, Calif.	35,403	35,379	35,379
Cleveland, Ohio	5,006	5,412	5,522	New Orleans, La.	12,971	13,971	14,896	San Francisco, Calif.	304	304	370	New York, N. Y.	14,318	14,318	14,318
E Moines, Iowa	2,978	3,051	3,127	New York, N. Y.	14,251	14,251	14,251	San Juan, Puerto Rico	5,572	6,729	5,626	Norfolk, Va.	14,896	14,896	14,896
Detroit, Mich.	10,083	10,779	11,834	Norfolk, Va.	14,251	14,318	14,318	Savannah, Ga.	216	226	238	Ogdensburg, N. Y.	3,537	3,536	3,252
Illinoi	1,055	1,055	1,055	Ogdensburg, N. Y.	3,537	3,536	3,252	Seattle, Wash.	1,368	1,396	1,399	Omaha, Neb.	341	362	368
Illinoi	2,371	2,611	2,791	Omaha, Neb.	341	362	368	Tampa, Fla.	7,867	7,913	8,219	Pembina, N. Dakota	23	22	22
Illinoi	17	17	19	Pembina, N. Dakota	23	22	22	Wilmington, N. Carolina	21,204	22,290	23,240	Philadelphia, Pa.	14,975	15,865	15,820
Illinoi	894	894	938	Philadelphia, Pa.	14,975	15,865	15,820	Wilmington, N. Carolina	7,901	8,184	7,735	Pittsburgh, Pa.	477	586	754
Illinoi	1,459	1,557	1,652	Port Arthur, Tex.	1,511	1,511	1,511	Port Arthur, Tex.	1,392	1,392	1,610	Port Arthur, Tex.	3,947	3,826	3,676
Illinoi	3,676	3,826	3,947	Alaska	1,610	1,610	1,610	Total	2,484,448	2,484,448	2,484,448	Total	2,484,448	2,484,448	2,484,448

• Bureau of Navigation, Department of Commerce.

# Willys-Overland Creditors Organize as Receivers Plan for Resumption

Completion and Delivery of 569 Trucks for I.H.C.  
Authorized—Partial Plant Operation Expected on  
February 27—Obligations Reported at \$3,000,000

TOLEDO—More than 200 creditors of Willys-Overland meeting here Tuesday in all-day session selected a committee of nine to represent them before the court and to work with receivers.

C. S. McIntyre, Monroe Auto Equipment Co., which brought receivership action, was named chairman. Other members are O. M. Hayekette, Carnegie Steel Co.; D. H. Kelly, Electric Auto-Lite; C. C. Gibson, Mullins Manufacturing Co., Salem, Ohio; L. C. Brooks, Kelsey-Hayes Wheel Co., Detroit; W. J. Bryan, Heintz Manufacturing Co., Philadelphia; W. J. Diettner, Benda Corp.; T. M. Simpson, Motor and Equipment Manufacturing Co., Detroit; and H. H. Davidson, National Credit Co., Cleveland, secretary and treasurer.

Notices were sent to 800 creditors. Plans are under way for partial operation of plant Monday. Trucks probably first work.

On Monday of this week, the court authorized the receivers to complete and deliver 569 of the Model D-1 half-ton trucks for International Harvester Co., part of an order on hand for 4000 trucks and specified for delivery by March 1. The receivers estimated that the delivery of these trucks would bring in \$100,000 more than the cash required to complete the order. The court also authorized the sale of 291 Model 77 cars and, of this number, 259 are to be repurchased from Willys-Overland, Inc., a sales subsidiary. Final prices for these cars is subjected to the court's confirmation. Application was also made to end the contract with the sales subsidiary.

(Turn to page 266, please)

## February Production Estimated at 115,000

January Output Rates Maintained in February

DETROIT—February production is likely to come within 10,000 of the 125,000 units estimated to have been built last month, so, in view of the smaller number of working days, January production rates have been well maintained this month.

At the end of this week, production was close to the 100,000 mark. With two working days still remaining in the month, a total of 115,000 seems possible. Much depends, naturally, on the rate of acceleration in Ford production during the last ten days of the month. In February a year ago, 122,985 vehicles were built.

February 25, 1933

## A. C. F. Motors Head Gets Cabinet Job



William H. Woodin

President-Elect Roosevelt's announcement that he had appointed William H. Woodin to be Secretary of the Treasury, assures the automotive industry of at least one representative in the incoming cabinet. The representation will not be so direct, of course, as in the case of Mr. Chapin, as Mr. Woodin's experience has been primarily in the railway equipment field.

He is, however, president of the American Car & Foundry Motors Co., manufacturer of buses and trucks, and this company controls the Hall-Scott Motor Co. and Fageol Motors of Ohio. In addition, he is president of the J. G. Brill Co. which manufactures self-propelled rail cars among other things. The Brill company is controlled by the American Car & Foundry Co. of which Mr. Woodin is also president.

## American Chain Loss

NEW YORK—The American Chain Co. reports a net loss of \$2,986,438 for the year ended Dec. 31, 1932, against a loss of \$2,183,457 in 1931.

**NE**

## Rough Beach Holds Blue Bird Down to 272 M.P.H.

Campbell Sets New Record for Mile and Kilometer

DAYTONA BEACH, FLA.—Sir Malcolm Campbell bumped his huge Blue Bird over a rough beach to a new world's record of 272.108 m.p.h. on Wednesday of this week, thereby breaking his own mark, set last year, of 253.968. He also slashed the world's record for the kilometer to 8.21 sec. average for the runs in two directions, equivalent to 272.463 m.p.h. And on top of that he raised his own five-kilometer record from 247.941 to 257.295 m.p.h.

In addition to a rough beach, Sir Malcolm had to cope with poor visibility, and, as a result, he said the car zigzagged all over the beach, even knocking down two of the course markers. His tachometer registered 3600 to 3700 r.p.m. during the runs, which he said corresponded to a speed of 330 m.p.h., which would indicate that the wheel slippage due to the rough beach amounted to 17 per cent. Tires were so badly damaged after the first run that a complete change was necessary.

After the Campbell runs, Chet Miller drove an Essex Terraplane eight over the measured mile at 85.836 m.p.h. which is in excess of the existing record for Class C, 183 to 305 cu. in. displacement.

## L-O-F Bettors 1931 Showing

Toledo-Libby-Owens-Ford Glass Co. reports a net loss of \$259,019, after depreciation, interest, provision for possible loss on claims against banks in liquidation, etc., for the year ended Dec. 31, 1932. The company's net loss in 1931 was \$1,098,195.

At the year end the company had \$3,929,266 in cash and marketable securities and total current assets of \$7,812,844. Current liabilities were \$879,127. Manufacturing profit in the year 1932 was \$3,155,299, against \$3,040,488 in 1931.

Automotive Industries

# WS=

## R.F.C. Reported Ready to Loan Guardian and First National Banks \$135,000,000

Michigan Banks Expected to Reopen as Result of Reorganization Plan Which Has Backing of State's Industrial Leaders and Manufacturers

### Motor Leaders Decline Senate Invitation

WASHINGTON, D. C.—Both Alfred P. Sloan, Jr., and Alvan Macauley, presidents respectively of General Motors and Packard, have sent declinations to the Senate Finance Committee which is hearing the views of prominent citizens on the problems of depression.

In his declination, Mr. Sloan said: "Speaking frankly, I find that my thinking on these and other questions is so entirely out of harmony with that of the leaders of Congress that I feel I would only be wasting the time of your committee were I to appear before you, hence I hope I may be excused." Mr. Sloan added, however, that there should be relief from governmental expenditures and urged "removal of the shackles from international commerce, the first step of which is a constructive solution of the problems of intergovernmental debts, which is hanging over international commerce and exerting a constant influence in depressing prices throughout the world."

Stating that the depression was caused by reckless extravagance in government and abuse of too generous credit, Mr. Macauley advised the committee that he had no pet theory for relief and "could not stand a cross-examination on any but the simplest depression theories."

DETROIT—Following failure of Detroit banks to reopen for business Thursday morning, Michigan industrial organizations have joined bankers of the First National and Guardian groups in the creation of two new banks to relieve the banking situation in the whole state.

Both the First National and Guardian will be reorganized into new banks with capitalizations of \$10,000,000 and \$3,500,000, respectively, pledged by business leaders. Under this arrangement, R.F.C. has agreed to loan First National \$100,000,000 and Guardian \$35,000,000, according to information received here. Unless there is a change in plan depositors in the old banks will receive a 50 per cent credit of their deposits in the new banks, immediately available in cash. For the remaining 50 per cent paper will be issued, but for the time being this will be considered as frozen assets. The reorganization doesn't permit stockholders to evade assessment liability.

Details as to operation are not available yet, but this action will permit opening all banks throughout the state by release of reserve deposits in Detroit banks.

The governor's proclamation ending the holiday, issued on Tuesday, provided that reserve accounts could be withdrawn in full by depositing banks. When the holiday ended on Thursday, the First National and Guardian banks did not remove the restriction in force during the holiday—namely, the limitation of withdrawals of all depositors to five per cent. Being national banks, they were within their rights in so doing. Failure to remove this restriction, however, nullified the governor's proclamation, as out-of-town banks were

unable to function under the governor's ruling without having access to their reserve accounts.

What amounted to a partial moratorium apparently was the intention of the governor's proclamation which ended the eight-day banking holiday. Whether, in the light of latest developments, the governor will remove the restrictions his Tuesday proclamation placed on the amount and purpose of withdrawals, as explained subsequently, is uncertain as we go to press. It is understood, however, that the governor's directions are not being enforced with any great rigidity.

Under the emergency authority granted him by the state legislature, the governor's proclamation directed

(Turn to page 266, please)

### Ford Eight Truck \$50 to \$60 Higher

DETROIT—Ford commercial models with eight-cylinder engines are priced \$50 higher for the 112-in. commercial chassis and \$60 higher for the 131½ and 157-in. chassis, than with the standard four-cylinder engine.

### Chevrolet Ahead in February

DETROIT—Retail deliveries of Chevrolet cars in the first ten days of February amounted to 10,544, a gain of 9.2 per cent over the corresponding period of 1932. In the first ten-day period of January sales were 10,162 units.

### American LaFrance Reports

NEW YORK—Net loss for 1932 of \$566,007 after depreciation, taxes, etc., is reported by American-LaFrance and Foamite Co. and subsidiaries, against a net loss in 1931 of \$1,442,861.

### Charles A. Young

DETROIT—Charles A. Young, 74 years old, died Friday in Harper Hospital after an illness of three weeks. Mr. Young was one of the organizers and president of Young Brothers Co., manufacturers of industrial ovens. He was associated with his brother, George A. Young.

### Canadian Prices on New Ford Model 40

Model	New	Old	Change
Roadster	\$630	\$575	Up \$55
Del. Roadster	680	625	" 55
Phaeton	660	620	" 40
Del. Phaeton	715	685	" 30
Coupe—3-window	650		
Del. coupe—3-w.	705	720	Down \$15
Coupe—5-window	650	615	Up 35
Del. coupe—5-w.	705		
Tudor	665	625	" 40
Del. Tudor	720	690	" 30
Fordor	745	740	" 5
Del. Fordor	795	810	Down 15
Victoria	790	750	Up 40
Cabriolet	780	765	" 15

## Carboly Testing New Alloy No. 548

### Not Ready for Formal Commercial Release

DETROIT—Alloy 548, a new alloy with a field of application between high-speed steels and cemented carbides, was announced at a recent Cleveland meeting of the American Society for Steel Treating, by Dr. Jeffries, president, Carboly Co., Inc.

Laboratory tests and preliminary tests in production, stated Dr. Jeffries, show that Alloy 548 has qualities midway between high-speed steel and cemented carbide. Tests to date indicate that while it will cut only those materials which high-speed steel ordinarily cuts, it produces better results on the easier jobs, such as soft steel and cast iron, and a satisfactory improvement on the harder steels.

In composition, Alloy 548 is principally a combination of iron, tungsten and cobalt. Like high-speed steels, it can be melted, cast, forged, or rolled, then machined and heat-treated for use.

It is stated that the announcement made before the society was intended only as a general statement of the present status of development and as a matter of metallurgical interest, rather than as a formal, commercial release.

## Britain Grants F W D Trademark

CLINTONVILLE, WIS.—The Four Wheel Drive Auto Company of Clintonville, Wis., has just received the official notification and registry certificate of their trademark by the British Patent Office. This certificate is dated Dec. 13, 1932, and marks the culmination of 12 years of negotiations for a trademark with the English Government. It is one of the first trademarks to be allowed by the British Patent Office on a combination of letters.

## Ray and Larsen Advanced

PHILADELPHIA, PA.—James G. Ray, formerly a vice-president of the Autogiro Co. of America has been appointed vice-president of the Pitcairn Autogiro Co. He is succeeded by Agnew E. Larsen, who becomes a vice-president of the Autogiro Co. of America. Mr. Larsen remains chief engineer of the Autogiro company, a position he has held since 1930.

## Case Adopts Price Guarantee Scheme

CHICAGO—The J. I. Case Co. has adopted a commodity price guarantee plan based on 70c. Chicago wheat, 45c.

corn, and 8½c. New Orleans cotton. The plan applies on autumn 1933 payments on merchandise bought this year.

If the commodity prices have not reached the required level when a customer's note comes due, the customer will be credited with the difference between the prevailing market and the promised prices. The plan is similar to that adopted by International Harvester Company and Deere and Company.

## Would Regulate "Share Expense" Operators

WASHINGTON, D. C.—A model bill providing for the regulation of "travel bureaus" and "share expense" automobile passenger carriers, has been drafted by the legislative committee of the National Association of Motor Bus Operators. Under its provisions, operators in this field would be required to get an annual license, to provide financial responsibility and to keep records.

## Federal Names Loud

DETROIT—Appointment of Mr. Carl Loud as head of Federal's new Factory Specialty Sales Department, is announced by J. F. Bowman, vice-president in charge of sales of the



Carl Loud

Federal Motor Truck Co., Detroit, Mich.

Mr. Loud is an executive of extensive experience in the specialty field. He was formerly associated with the Divco-Detroit Corp. and the Thorne Gas-Electric Co., Chicago.

## Studebaker Trucks Gain

SOUTH BEND—Retail deliveries of Studebaker trucks during January, 1933, were 8.5 per cent greater than those of the same period of 1932.

## New G.M.T. Models At Lower Prices

### Three and Four Ton Jobs Have Longer Wheelbases

PONTIAC—Two new trucks in the three and four-ton range respectively, with longer wheelbases, more body space back of cab, with a new model engine having a flatter torque curve and better fuel economy are announced by General Motors Truck Co. Moreover, the new T-33 in the three-ton, and T-43 in the four-ton range, sell at \$345 and \$380 less than the three and four-ton T-31 and T-41. The new T-33 is actually \$120 lower than the 2½-ton range T-26.

The T-33, listing at \$1,225 for the 142-in. wheelbase, has a straight rating of 13,000 lb., compared with 11,000 for the T-26 and 14,000 for the T-31.

## A.S.A. Adopts New Ball Bearing Standard

NEW YORK—American tentative standard for annular ball bearings, single-row type (B3a-1930) has been revised and adopted as an American standard with the designation B3.1-1933 by the American Standards Association. The revision consists in a change from 0.4 to 0.6 mm. in the maximum radius of a fillet on a shaft or housing, and from 1.00 to 1.5 mm. in the minimum height of a shoulder on a shaft, and it also includes the addition of the separable (open) type and the angular-contact type ball bearings in the light, medium and heavy series.

## Muskegon Bennett Co. Formed

MUSKEGON, MICH.—Thomas B. Bennett, organizer and former head of the Bennett Pumps Corp., and A. L. Wertz former head of the Merit Equipment Corp., Cleveland, Ohio, have organized the Muskegon Bennett Co., to manufacture oil and grease pumps and tanks for the oil distributing trade. The new firm has an authorized capital of \$300,000. Mr. Bennett is president and Mr. Wertz vice-president.

## Lycoming Marine Program

WILLIAMSPORT, PA.—Distributors have been eliminated in the 1933 marine engine merchandising program of the Lycoming Mfg. Co. and all dealers now contact direct with the factory. In addition, distribution has been placed on an "open" territory basis. Price reductions ranging from 20 to 30 per cent have been affected.



### New Parking Device Slips 'Em In

No trouble parking this car which has been developed by Brooks Walker who is shown demonstrating its stability. The parking device is controlled from the driver's seat and actuates the spare tire and carrier through an hydraulic jack. When the car is raised on the spare, it can be driven in either direction sideways.

## Fly 50,932,967 Miles in 1932

### Passenger and Freight Traffic Increase but Air Mail Declines 19%

American-operated air lines carried 540,681 passengers during the calendar year 1932, an increase of 18,000 over the previous year, it was announced recently by Col. Clarence M. Young, assistant secretary of commerce for aeronautics. Air express also increased in volume, but air mail declined during the year.

"Of the total number of passengers carried," Colonel Young said, "474,279 traveled on the domestic air lines and 66,402 on American-operated air lines extending into Canada and Latin America.

"Air express amounted to 1,660,821 lb. in 1932, as compared with 1,151,348 lb. in 1931. The 1932 total included 1,033,970 lb. of express transported on domestic air lines and 566,851 lb. on foreign extensions.

"Air mail carried on the domestic lines previously has been reported by the Post Office Department to have been 7,393,257 lb. in 1932, as against 9,097,411 lb. in 1931. The compilation for foreign air mail has not yet been completed.

"Miles flown by all operators in 1932 were 50,932,967, as compared with 47,385,987 in 1931. Passenger miles flown totaled 146,552,587 in 1932 as against 119,968,577 in the preceding 12 months. A passenger mile is the equivalent of one passenger flown one mile."

### Woodhead a Vice-President

CLEVELAND—Harry Woodhead has been appointed vice-president of the Truscon Steel Co., having previously been general manager of the company's pressed steel division.

## Warner Becomes Board Chairman

BELOIT, WIS.—A. P. Warner, president of the Warner Electric Brake Co., was elected to the newly created office of chairman of the board at the annual meeting. R. E. Freeman was elected president. Charles H. Warner, vice-president, and R. L. Pierce, secretary-treasurer, were reelected. Albert Warner was elected assistant treasurer and assistant to the president.

### Chain Belt Reports

CHICAGO—Chain Belt Company for the year ended Dec. 31, 1932, reports net loss of \$345,720, compared with net profit of \$83,943, equal to 70 cents a share on capital stock in 1931. Current assets as of Dec. 31, totaled \$2,240,376 and current liabilities \$129,099, against \$2,621,603 and \$181,885 respectively a year ago.

### Eibell Leaves Worthington

HARRISON, N. J.—F. C. Eibell, who for the past four years has been manager of the advertising and publicity department of the Worthington Pump & Machinery Corp., New York, N. Y., has resigned. His work during the past four years marked Worthington as one of the outstanding industrial advertising accounts. No announcement has been made concerning his future plans.

### F.W.D. Reports

CLINTONVILLE, WIS.—Quick assets amounting to \$2,316,000, or more than 17 times current liabilities, were reported to the annual meeting of the Four Wheel Drive Auto Co. here by President Walter Olen. The company has no debts and ample sums are set aside for taxes, depreciation, etc. Surplus amounts to \$959,929. Mr. Olen reported that the company sold 76 per cent of all four-wheel drive trucks purchased in 1932.

## R. C. Graham Starts Country-Wide Tour

DETROIT—Robert C. Graham, executive vice-president of Graham-Paige Motors Corp., has departed on a nation-wide tour in company with "Cannon-Ball" Baker, each driving one of the second series Graham cars. The trip is known as the "Graham Safety Tour," and while en route Mr. Graham will hold meetings of his company's distributor dealer organization as well as giving talks and interviewing prominent people in the interests of greater motoring safety in each city visited. The tour started in Boston.

### Hall Lamp Reports

DETROIT—C. M. Hall Lamp Co. has reported net loss of \$131,958 after all charges, depreciation, etc., for year ended Dec. 31, 1932, compared with a net loss of \$275,218 after all charges, including a non-recurring charge of \$246,931 in 1931. At the annual meeting of stockholders, directors and officers were reelected.



New Plymouth two-door sedan listing at \$505

## Business in Brief

**Written by the Guaranty Trust Co., New York, exclusively for Automotive Industries**

General business last week was retarded by the severe storms in many sections of the country.

### FREIGHT LOADINGS

Railway freight loadings during the week ended Feb. 11 totaled 501,320 cars, which marks an increase of 18,128 cars above those during the preceding week, but a decrease of 60,215 cars below those a year ago and a decrease of 219,369 cars below those two years ago.

### POWER PRODUCTION

Production of electricity by the electric light and power industry in the United States during the week ended Feb. 11 was 6.1 per cent below that a year ago.

### LUMBER SALES DOWN

New business booked at the lumber mills during the week ended Feb. 11 was 22 per cent below that a year ago. However, new business was 30 per cent above production and shipments were 22 per cent above.

### CEMENT BELOW 1932

The Portland cement industry during January produced 2,958,000 bbl., marking a decrease of 41.1 per cent below those a year ago. Shipments were 26.3 per cent below those a year ago.

### CRUDE OIL

Average daily crude oil production for the week ended Feb. 11 amounted to 2,025,000 bbl., as against 2,028,250 bbl. for the preceding week, and 2,138,300 bbl. a year ago.

### FISHER'S INDEX

Professor Fisher's index of wholesale commodity prices during the week ended Feb. 18 stood at 55.4 per cent, as against 55.3 for both the week and two weeks before.

Bank debits to individual accounts outside of New York City during the week ended Feb. 15 were 29 per cent below those a year ago.

### FEDERAL RESERVE STATEMENT

The consolidated statement of the Federal Reserve banks for the week ended Feb. 15 showed increases of \$33,000,000 in holdings of discounted bills and of \$25,000,000 in holdings of Government securities. Holdings of bills bought in the open market remained unchanged. The reserve ratio on Feb. 15 was 61.3 per cent, as against 65.3 per cent a week earlier and 65.6 per cent two weeks earlier.

## R. F. C. Ready to Help Detroit Banks

(Continued from page 263)

that no bank shall pay to any one depositor more than his pro rata share of the bank's cash and U. S. Government securities, and even on such partial payments, the proclamation imposes limitations.

Banks were permitted, of course, to accept new deposits but they were placed in a trust deposit department. Such deposits were payable on demand without interest.

The effect of the governor's latest proclamation was to segregate bank assets into two groups, one consisting of cash and U. S. securities, and the other of all other assets. The former group was made immediately available to meet liabilities under the limitations already outlined. The latter group was set aside so that banks would have time to salvage as much of them as possible instead of resorting to forced liquidation with its attendant large losses.

An exception in the pro rata restriction was made in the case of bank reserve accounts. Such accounts may be withdrawn in full by the depositing banks.

## Willys-Overland Creditors Organize

(Continued from page 262)

The receivers announced a holiday at the plants of the company during the current week but that some departments will probably be able to start again on Feb. 27.

The receivership was effective at 5 p.m. on Feb. 15 and claims for wages prior to that time will await the raising of funds by the receivers and authority of the court to make payment.

Last summer Mr. Willys persuaded vendors and merchandise creditors to accept a moratorium. They received \$800,000 of one-year notes due in July and August next. Then operations of the last few months have been done on the 90-day acceptance basis. Acceptances have been met but the income from new car sales did not quite reach to make the turnover that Mr. Willys anticipated possible.

On Feb. 15 the crisis was reached. A glance at the till showed only a little more than \$40,000 there where in normal times the company had operated with \$3,000,000 or more of cash.

The creditors now have obligations amounting to about \$3,000,000. Taxes amounting to \$1,000,000 are past due. There are \$2,000,000 of bonds outstanding.

Inventory at the plant is reported to be considerably under the recent published statements due to much closer control and the cleaning up of former models before the beginning of manufacture of the Willys 77 and the model D-1 trucks.

## Propose New Basis for Grading Sheets

### Part of General Plan to Stabilize Prices at Profitable Levels

NEW YORK—Efforts to "stabilize" the steel market, which subject continues to engross the attention of producers, were reported this week as very likely to take the form of another revamping of sheet classifications. Under this plan all grades except hot-rolled, cold-rolled, and galvanized would be discontinued, deviations from base grades being subject to commensurate extras. Those who propose these changes estimate that the price structure would be improved to the extent of \$2 to \$6 per ton by this revamping of base grades and extras. The price situation showed no appreciable change this week. Bars and shapes are quoted on the 1.60c, Pittsburgh basis, but the general impression is that there has been price-shading in all representative transactions of the last seven weeks. Cold finished steel bars, in 10,000 lb. lots of one size, one grade and shipment at one time to one destination, are quoted at 1.70c, Pittsburgh, which makes the spread between the hot-rolled and the cold-finished product \$2 a ton compared with an average of \$8 a ton in 1931. It is thought, therefore, that the quotation of 1.60c, Pittsburgh, for hot-rolled bars is strictly nominal. In galvanized sheets which had for a long time been the softest spot of the sheet market a number of rollers are reported to have turned down all business at below 2.60c, Pittsburgh, although 2.50c is still the inside quotation of others. Automotive consumers are watching the market closely with reference to the effect of a stiffening of galvanized sheet prices on black sheets. Automotive demand this week was sufficiently well maintained to enable sheet and strip mills to operate at a rate but little changed from that which has been in vogue throughout February.

**Pig Iron**—Statistically the market is beginning to make a better showing. Lake Superior iron ore consumed in January showed a 5 per cent increase over December consumption. Shipments of foundry and malleable iron to automotive foundries are about at the same rate as last month. Quotably the market is unchanged.

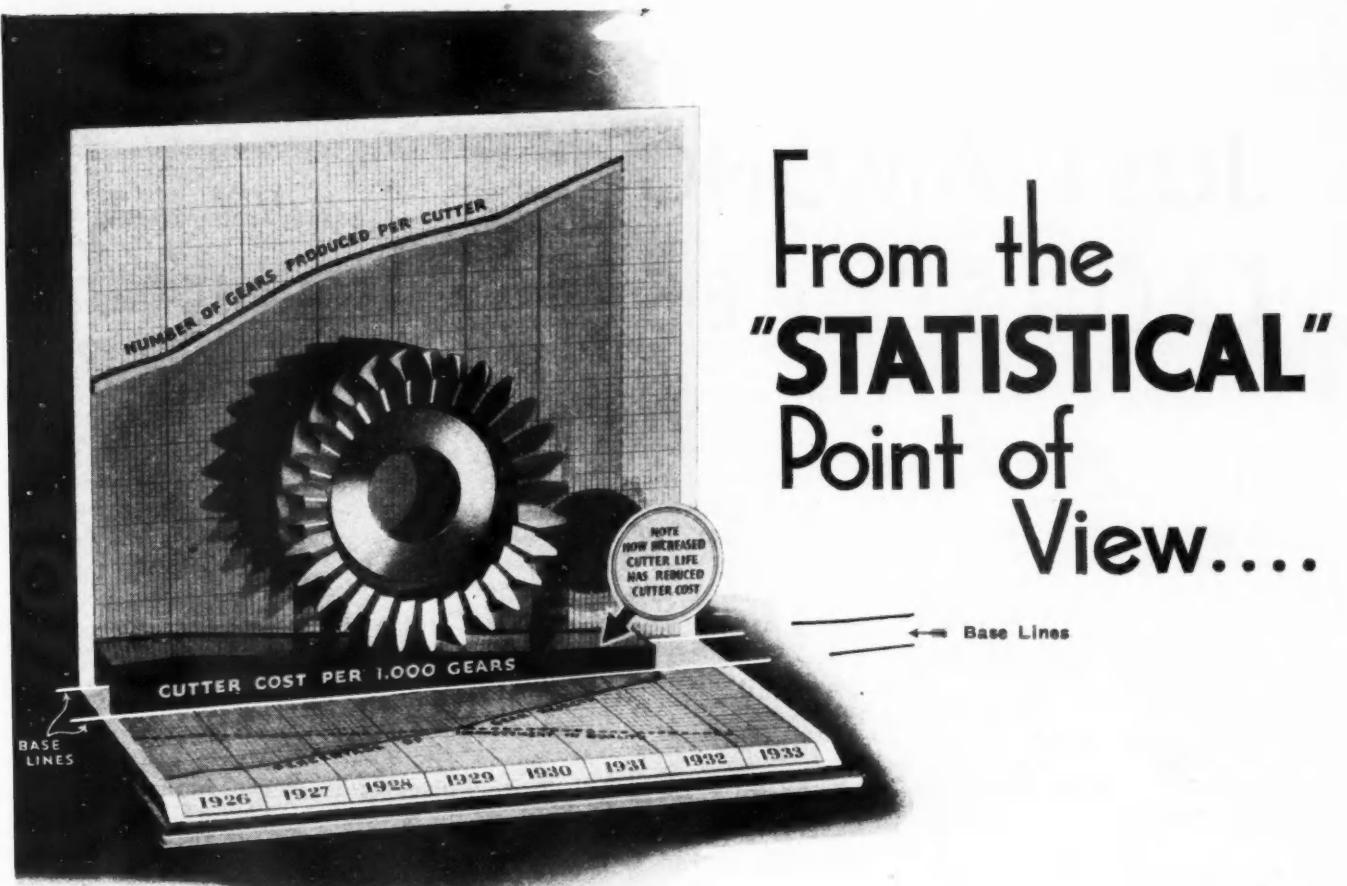
**Copper**—Producers are no more eager to sell first quarter electrolytic at the prevailing price of 5c, delivered Connecticut, than consumers are to buy. The latter are reasonably well covered and are inclined to wait developments. Producers are of the same mind.

**Tin**—Straits tin was offered on Monday at 23.60c, denoting a slight advance in sympathy with the movement in Sterling exchange.

**Zinc**—Some interests are willing to take on tonnages at their own price and pay spot cash for their purchases. Producers look askance at the building up of a large outside market.

## Trico Earnings \$2.57

CHICAGO—Trico Products Co. and subsidiaries for the year 1932 report net profit of \$964,964, equal to \$2.57 a share on 374,991 unrestricted shares outstanding at the close of the year against \$1,762,550 or \$4.70 a share in 1931.



## From the "STATISTICAL" Point of View....

STEADY progress—better gears—lower costs. Such is the record made by users of Original Fellows Cutters. As one Works Manager tersely stated: "We made unprecedented advances in 1932 in our transmission department. We actually produced quiet gear sets for the first time; reduced 'tear-down' losses to the vanishing point; and lowered costs all along the line. We give a lot of credit for this achievement to your company. And speaking about cutters, we have standardized on Original Fellows Cutters—nothing else will meet our exacting requirements."

ORIGINAL FELLOWS Cutters will enable you as a producer of good gears to obtain your scheduled output on a minimum number of Gear Shapers, with lower overhead and direct production costs. Are you taking full advantage of ORIGINAL FELLOWS Cutter economies?

THE FELLOWS GEAR SHAPER COMPANY  
SPRINGFIELD, VERMONT  
(or Detroit Office: 616 Fisher Building)

—FELLOWS—  
~ GEAR SHAPERS ~  
AND GEAR SHAPER CUTTERS

# JUST AMONG OURSELVES

## The March for Sales Goes On

THE automobile business continues to get no better fast as February wears on. Manufacturers now are looking to March as the next period of hope, as we mentioned previously.

There won't be any concerted advertising and promotion action to start off the spring season this year as was attempted in 1932. Results weren't good last year and there is little disposition in the industry to try to repeat. Some other form of cooperative action to stimulate buying is possible—but not a repetition of last year's drive.

Individual makers, however, will be found hitting harder and spending more freely in an attempt to bring new buyers into the market immediately after election. Definite plans have been ok'd in several individual instances. Talk of further new models within the next two months continues and probably has basis in fact.

## Back to the Fold—

ON March 5, the automotive industry will welcome back into its ranks its first ex-Cabinet member. As chairman of the board of Hudson, a director of the Guardian National Bank of Commerce and potentially a practical power in future fights for further good roads development, Roy D. Chapin should find his time even more fully occu-

pied after he leaves Washington than while he was there.

His sojourn as a member of the President's official family, while short, was distinguished by an administrative competence and a deftness in handling of public relations rarely if ever equaled by any of his predecessors.

## Referees Fair in Bus-Rail Scrap

TO the National Transportation Committee in general and to Alfred E. Smith in particular the automotive industry ought to be deeply grateful. The report of this non-partisan body regarding the whole transport situation was marked by an intelligence, a perspicacity and a fairness which might have been expected from the eminent men who constituted the committee.

Several points of high importance to the future of our industry were stated by the committee without equivocation. The following sentences contain some of them:

## Shouldn't Favor Rails

"NEITHER tax nor regulation should be applied for any purpose of handicapping the march of progress for the benefit of the railroads.

"The railroads (Mr. Smith speaking) should go into the bus and truck business on a larger scale and they should be encour-

aged to do so by appropriate legislation.

"Unprofitable railroad services should be replaced by cheaper alternative transport methods.

"In a fair field and no favor, competition should be allowed to decide the result.

"Drastic regulation of competing services (Mr. Smith speaking again) is not the solution of the railroad problem.

## Trucks Not Menace

"AS to competition by motor trucks and buses (Mr. Smith once more) the testimony given before us does not indicate to me that the competition is at this time as serious a menace to the railroads as they claim it to be. . . . Extravagant claims are made as to penalizing of railroad as contrasted with highway transportation by taxes and by numerous regulations affecting service and labor."

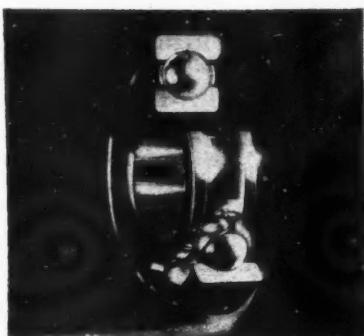
## The Program Was Different

HAVING spent some time lately bemoaning the vast amount of time spent by the industry in purely competitive thinking and selling when the only real hope for all concerned is to find some way of increasing the total market, we were somewhat humbled the other night while listening to Lowell Thomas over the radio.

Far from saying anything nasty about competitors of Blue Sunoco, the profits from which pay for Mr. Thomas' time on the air, Mr. Thomas spent somewhere between 40 and 80 valuable seconds crying the glories of Ed Wynn, even going so far as to refer to him as the "irrepressible Fire-Chief."—N.G.S.



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**H**EAVY loads...long and short hauls...make little difference to **SKF** Ball Bearings on motor trucks...they always give dependable, low cost service. No matter what the bearing location, **SKF**'s insure smoother, quieter operation, with comparatively little attention. Such reliability and economy make **SKF** Performance Take Preference Over Price on Fisher-Standard Motor Trucks.

**SKF** Ball Bearings are on the clutch pilot of all models...and are also selected when unit power plant transmissions are used. **SKF** precision continues throughout a long life marked by freedom from wear and *no bearing adjustments*. Where close check is kept on results **SKF**'s deliver the greatest mileage at the lowest cost per bearing dollar.

**SKF** INDUSTRIES, Inc.  
40 East 34th Street, New York, N.Y.

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● You may buy a bearing as a bargain but try and get a bargain out of using it, for nothing is apt to cost so much as a bearing that costs so little





"*DISTRIBUTION AND WAREHOUSING*" and its companion publication, "*DISTRIBUTION*," are from advertising viewpoints the same. "*DISTRIBUTION*," the auxiliary publication, has a controlled circulation. Advertising space in both is sold as a single unit at the regular space rates of "*DISTRIBUTION AND WAREHOUSING*."

## One-medium Coverage of the Huge Motor Freight and Warehousing Market

For over thirty years **DISTRIBUTION AND WAREHOUSING** has kept pace with the growth of the now giant industry it serves. . . . That it served well is attested by the fact that it is the *one and only publication of its kind in the field*.

Editorial strength, prestige and unquestioned authority in the distribution and warehousing industry are the well-earned rewards of a duty well performed.

In serving its readers **DISTRIBUTION AND WAREHOUSING** has served its advertisers, creating a market place that no sales executive can afford to overlook. The motor freight and warehousing industry presents a preferred market to those whose products are required to keep these great truck fleets moving at top-notch efficiency and the warehouses with their modern high-speed handling equipment, functioning at profit-making capacity.

The 1933 Program of this publication presents an unparalleled advertising buy,

including as it does a plus circulation to a special list representing 12,000 important individuals in the motor freight, transfer and warehousing fields. This excess circulation is obtained through the controlled circulation of the auxiliary publication, **DISTRIBUTION**, which is an editorial digest of **DISTRIBUTION AND WAREHOUSING** and a "Where-to-Buy" Bulletin, wherein your advertising copy is repeated at no extra cost.



Warehouse executives anticipate receipt of their copy of "D&W" each month and ponder over it when it reaches their desks.

At no additional cost to the advertiser the advertising from **DISTRIBUTION AND WAREHOUSING**, published on the first of the month, is reprinted in **DISTRIBUTION**, which is mailed on the fifteenth of each month. Each of the individuals on the mailing list of **DISTRIBUTION** receives it four times during the year and use it as a current buyers' guide and editorial digest.

Let "D & W" blanket this fertile motor freight and warehousing field with your selling message.

## DISTRIBUTION AND WAREHOUSING

The Business Paper of the Warehouse Industry

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